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ONE SHILLING.

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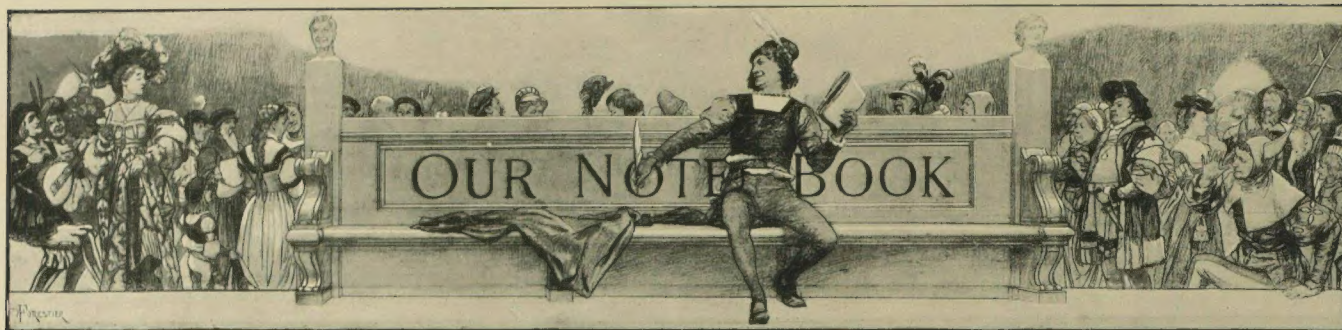


GREAT BRITAIN'S LEADING REPRESENTATIVE AT THE PEACE CONFERENCE: MR. LLOYD GEORGE,
WITH HIS DAUGHTER MEGAN, ENTERING HIS QUARTERS IN PARIS.

Among all the interesting personalities at the Peace Conference none has aroused greater interest than the British Prime Minister. Mr. Lloyd George captured the sympathies of the world at once by his speech in seconding the election of M. Clemenceau as Chairman.

"The world," he said, "is thirsting for peace. Millions of men are waiting to return to their normal life, and they will not forgive us for long delays." The Premier is here seen, with his younger daughter, Megan, coming into the hall of No. 23, Rue Nitot.

DRAWN BY JOSEPH SIMPSON FROM A SKETCH BY A. FORESTIER, OUR SPECIAL ARTIST IN PARIS FOR THE PEACE CONFERENCE. COPYRIGHTED IN THE UNITED STATES AND CANADA.



By G. K. CHESTERTON.

IT is a grave blunder to be convinced that Bolshevism is bosh, without clearly understanding what kind of bosh. Most of us will like it none the better since it became what may be called a Boche Bosh. Certain territories, Teuton or Slav, which have always been full of spiritual confusion, may now be full of social confusion. But that is no reason why we should reply merely with mental confusion. It was bad enough when the conventional anti-Socialist denounced Socialism, but could not define Socialism.

The word "Bolshevist," I believe, simply means "extremist," which is a typically modern word, since it has in itself no meaning whatever. A Bolshevist might mean an extreme Ritualist, or an extreme Spiritualist, or an extreme Teetotaler, or even an extreme Royalist—a devoted and fanatically faithful adherent of the Tsar. Socialism and Anarchism are both extremes; but they are also opposite extremes. The Bolshevik territories may be a place where the extremes meet; but it seems probable that they would meet in conflict. It is also quite evident that there is the conflict, whatever be its causes. But although it may be clear that Bolshevism is anarchy, it is by no means clear that it is Anarchism. The rather thin theoretic part of it, as thrown out to the world, seems rather of the nature of Socialism. It is not easy to discover what part, if any, was played by the old Nihilistic notions of Bakunine in the movement that led to Lenin; or whether men thought they were leading Russia to Nihilism when they were certainly reducing Russia to nothing. What is certain is that an extremist who follows Bakunine must always be flatly contradicting an extremist who follows Karl Marx. Now it is very probable that the Bolsheviks do not know what Bolshevism is; but there is no reason why we should not try to discover what they mean—and there is an excellent reason why we should try to discover

what we mean. Now behind the broad and vague phrase of Bolshevism there are three things, which are quite distinct, and which cannot be stated too distinctly.

First, there exists a theory popularly called Socialism—more correctly called Collectivism; its chief point is that the State should own all primary forms of property. The Marxian, or German-Jewish, form of this added a fatalistic theory of history, which was inevitably to culminate in a war between the bourgeoisie and the proletariat. Now the practical thing about this notion is that,



THE AIR MAIL BETWEEN LONDON AND PARIS FOR THE PEACE CONFERENCE: LIEUT. D. H. OWEN-EDMUNDS, THE PILOT WHO FLEW TO PARIS WITH THE FIRST DESPATCHES.

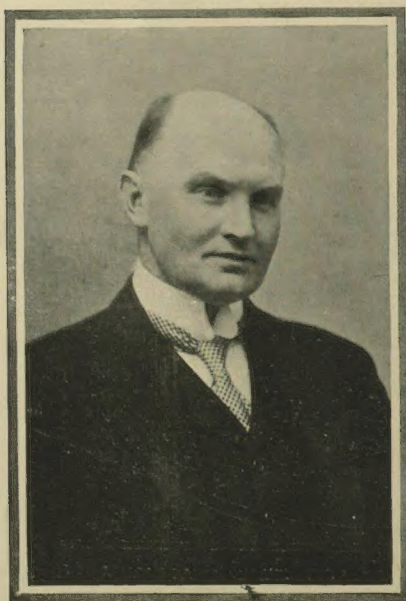
Photograph by Illustrations Bureau.

even if it is right, it is narrow. Its very terminology shows that it takes no account of more than half the inhabitants of the world. The very word bourgeoisie simply means burghers or bourgeois—the citizens of a town. The whole scheme is made in the image of a town. The best sort of Socialism is built on the slums of a town. The worst sort of Socialism is built on the suburbs of a town. But the whole classification is conceived in the atmosphere of the modern industrial city. Collectivism is the child of Capitalism; and has much more of a family likeness than it seems to fancy.

This brings us to the second of the three things really involved. The moment we step outside most towns, into most countrysides, we find something which in the Collectivist classification has simply been left out. We find, in very many places at least, the peasant. In some places, unfortunately, we still find only the agricultural labourer. In most countrysides we find the peasant; and he not only would not fit into a Collectivist community, but he will not even fit into a Collectivist classification. A poor Irishman, owning and working a few acres, is certainly not a proletarian; and it is manifestly absurd to call him a burgher. Now the policy of peasants everywhere seems very inconsistent to those who talk about "progress" and "reaction," because it is exceedingly consistent for those who think about practical and real things. It is very simple: peasants are revolutionary when they want land of their own, and conservative when they have got land of their own. There are thus two distinct and mutually destructive forms of opposition to the modern inequality of wealth in the world. There is something that ought not to be called Bolshevism, but Collectivism, which would concentrate property even more than Capitalism. There is another thing which ought not to be called Bolshevism, but

Distribution, which would scatter property more widely than Capitalism. But there is a third thing, theoretically quite different from either, a thing very human and natural—a thing to be understood, though not to be encouraged. And that ought not to be called Bolshevism, but crime.

For I take it that the rest of what has happened in some of the lesser societies of Eastern Europe is simply a sort of revolt and spread of the criminal classes. That also is a reaction against bad modern conditions—only it is a reaction quite as bad as those conditions. That also is a revolt against Capitalism, like the two others—only it happens to be totally inconsistent with either of the two others. It is mere robbery. The robbers may call themselves "expropriators," though I shall have much more sympathy with them if they call themselves robbers. But, since modern sectarianism has allowed men to be conscientious traitors and conscientious cowards, I am not altogether surprised that it has occurred to other men to be conscientious burglars and conscientious pick-pockets. But it is quite obvious that no society, Socialist or Distributist or anything else, can allow its subjects to expropriate on their own account in this style. And the society will find it simpler not to call it anarchy, and not even to call it anarchy—but merely to call it crime. Thus we find that the word Bolshevism really covers three distinct and contrary things—in the country a quite human hunger for land; in the towns a rather inhuman theory of collectivism, and a still more inhuman practice of crime. It looks as if these contraries had come into collision. And the moral is that we must support the one revolutionary element, which will also be conservative, against the other revolutionary elements which can only be destructive. If we do not disappoint the peasants, we can defy both the theorists and the thieves.



A NEW K.B.E.: SIR WILLIAM A. WATERLOW.

Sir William is Managing-Director of Messrs. Waterlow Brothers and Layton, Ltd., of London, Harrow, and Watford, who are printers of the Treasury Notes and Ration Books. Born in 1871, he is the great-grandson of Mr. James Waterlow, who founded the business in Birchin Lane in 1811. He was admitted a solicitor in 1895; and was President of the Federation of Master Printers, 1914-1915. He is an original member of the National Guard, and holds a Commission in the City of London V.R.—(Photograph by Mills and Kaye.)

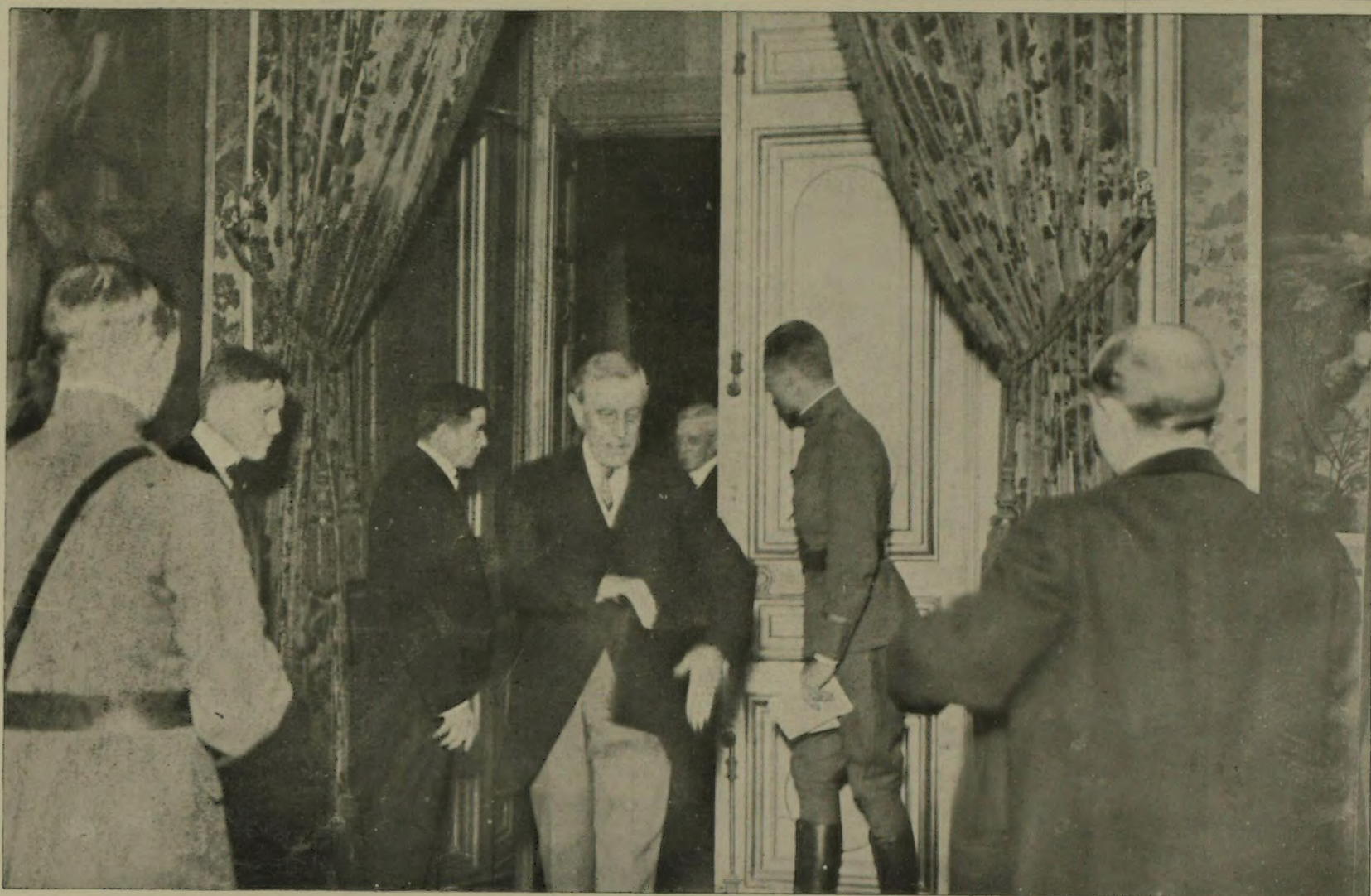


A NEW C.B.E.: SIR RICHARD WOODMAN BURBIDGE, BT.

Sir Richard, who is Managing-Director of Messrs. Harrods, is the second Baronet, and succeeded his father, Sir Richard, in the title in 1917. He has done most valuable war-work, both as a member of the Stores Purchase Advisory Committee of Explosives Supply, and of the Staff Investigating Committee, Ministry of Munitions. His father before him was Managing-Director of Harrods, as well as a Director of the Hudson's Bay Co., and a member of the Advisory Board of the Ministry of Munitions.

THE GERMAN EMPIRE'S 48TH BIRTHDAY! THE PEACE CONFERENCE OPENS.

PHOTOGRAPHS BY ALFIERI AND C.N.



PROPOSER OF M. CLEMENCEAU AS CHAIRMAN: PRESIDENT WILSON (FOLLOWED BY MR. LANSING), AT THE FOREIGN MINISTRY.



STANDING FOR M. POINCARÉ'S INAUGURAL ADDRESS: THE CONFERENCE OPENED IN THE CLOCK ROOM, FRENCH FOREIGN OFFICE.

The great Peace Conference was opened in Paris on January 18, the forty-eighth anniversary of the foundation of the German Empire in the Galerie des Glaces at Versailles in 1871. The first meeting of the Peace Conference was held in the Clock Room at the French Ministry of Foreign Affairs. It began at 3 p.m. with the arrival of President Poincaré, during whose eloquent inaugural address the whole assembly of delegates remained standing. After M. Poincaré had left, M. Clemenceau was unanimously elected as permanent chairman

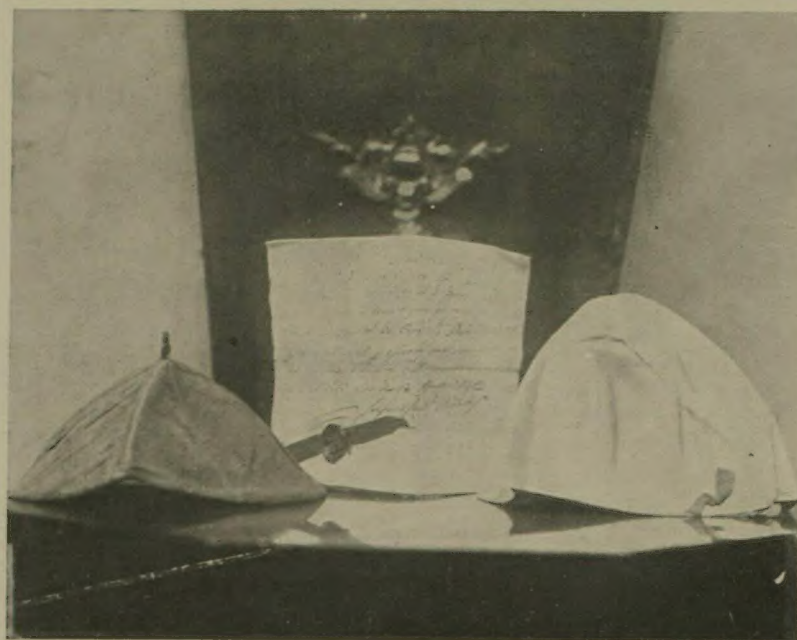
of the Conference, on the motion of President Wilson, seconded by Mr. Lloyd George. Our upper photograph shows President Wilson, followed by Mr. Lansing, United States Secretary of State, leaving M. Pichon's room at the Foreign Ministry. In the lower photograph may be seen, in the background to the right of the mantelpiece, Mr. Balfour, Mr. Bonar Law, and Mr. Barnes. Mr. Bonar Law, it may be recalled, travelled to Paris by aeroplane.

ON BOTH SIDES OF THE CHANNEL: LAND AND AIR EVENTS.

PHOTOGRAPHS—OFFICIAL, L.N.A., ILLUSTRATIONS BUREAU, TOPICAL, AND C.N.



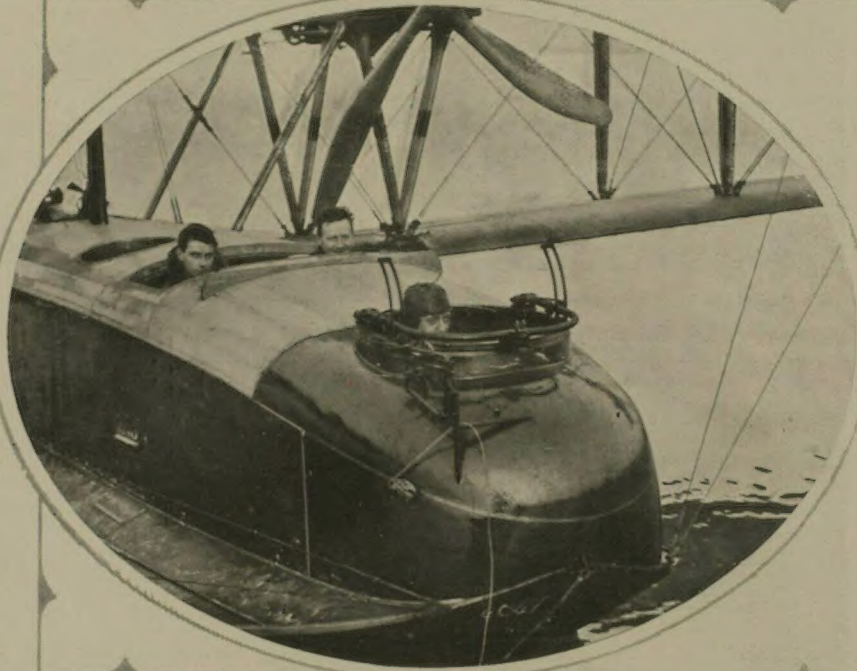
AT A REVIEW OF BRITISH TROOPS IN BRUSSELS BY KING ALBERT: HIGHLANDERS LINING THE ROUTE.



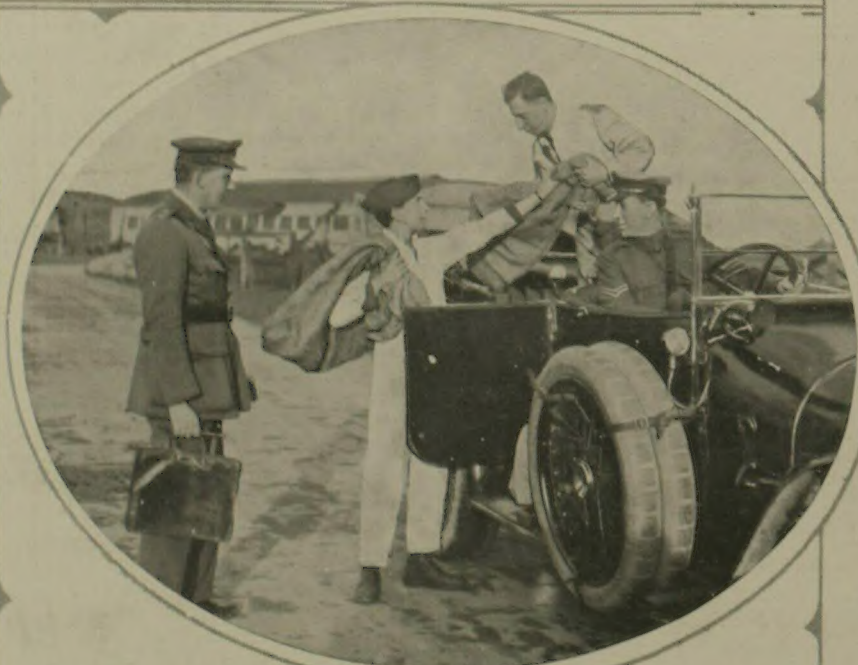
A PAPAL RELIC AT SOTHEY'S: A CAP OF BENEDICT XIII. (RIGHT), WITH ONE WORN BY CARDINAL MANNING.



SUBTERRANEAN UNREST IN SOUTH WALES: A COLLAPSE OF A HOUSE CAUSED BY RECENT LANDSLIDES.



AIRCRAFT WHICH DID VALUABLE WORK AGAINST SUBMARINES: THE BOWS OF A FLYING-BOAT.



THE LONDON-PARIS PEACE CONFERENCE AIR-MAIL: DESPATCHES ARRIVING BY CAR AT A LONDON AERODROME FOR TRANSMISSION.

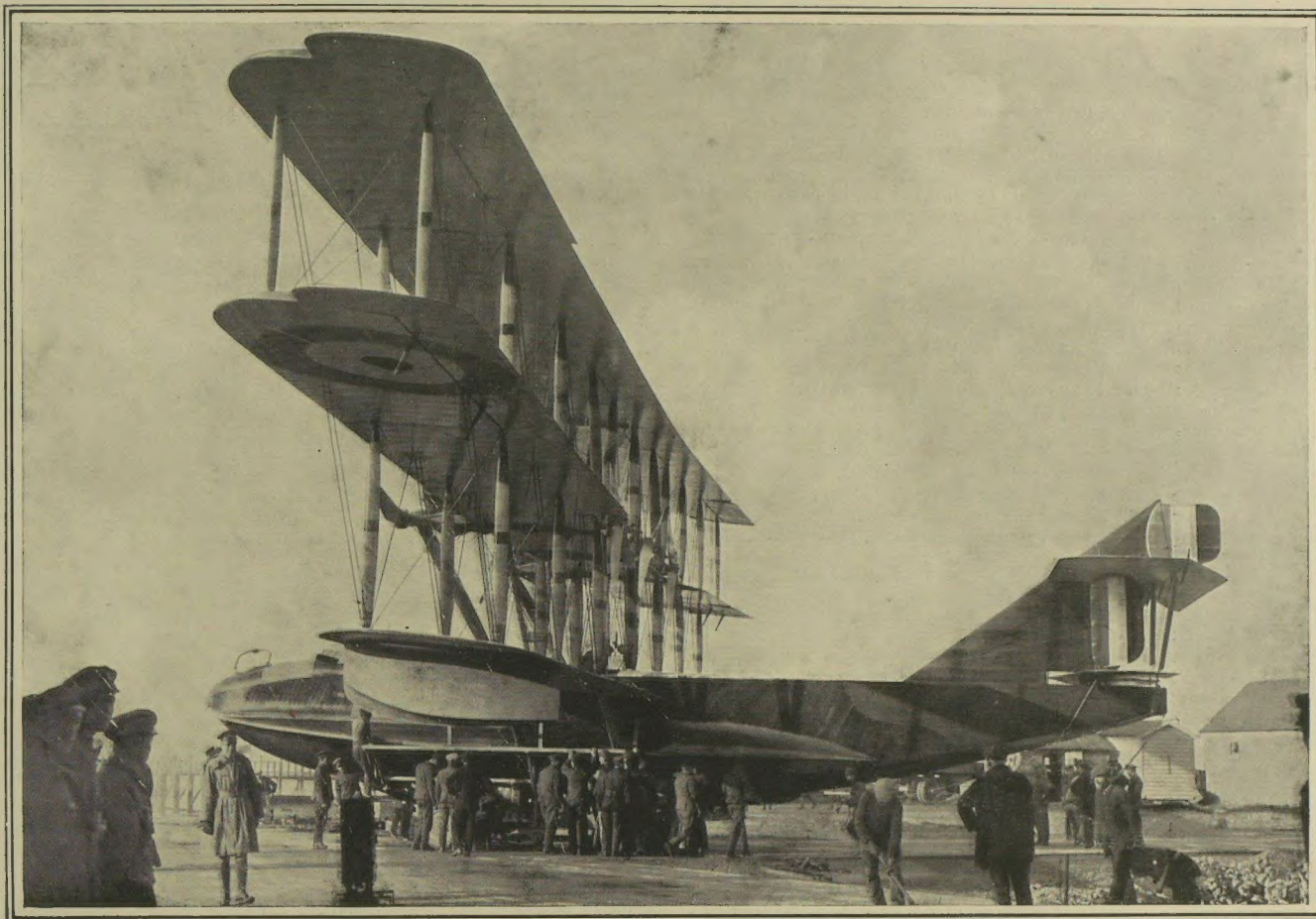


BEARER OF AN IMPORTANT LETTER FOR MR. LLOYD GEORGE: LIEUT. D. H. OWEN-EDMUNDS ABOUT TO FLY TO PARIS.

King Albert was present recently in Brussels at a review of British troops by Major-General Jeudwine. The crowds gave our men a great reception as they marched past.—Two interesting Roman Catholic relics were recently entrusted to Messrs. Sotheby for sale—a cap that belonged to Pope Benedict XIII., and a red skull-cap used by Cardinal Manning.—Much destruction of house property has been caused lately by landslides and subsidences, due to heavy rains, on the hills of South Wales.—Flying-boats were among

the various types of aircraft which did excellent service in the anti-submarine campaign. A big new flying-boat is illustrated on another page.—A regular aeroplane service between London and Paris was established for the Peace Conference. Letters and despatches have thus been rapidly taken over, and some notable passengers, including Mr. Bonar Law, have made the journey by air. The first despatches sent by aeroplane were conveyed by Lieut. D. H. Owen-Edmunds, who is seen in one of our photographs.

The Navigation of the Air: The Largest Flying-Boat in Existence.



THE DEVELOPMENT OF BRITAIN'S AIR FLEET: THE PORTE SUPER-BABY TRIPLANE FLYING-BOAT.

This monster flying-boat, the largest in existence, is a British machine with British engines. It is fitted with five Rolls-Royce "Eagle 8" engines arranged in tandem sets and one single "pusher." The two rear "pusher" propellers in the tandem sets are

four-bladed, and the others two-bladed. The total span of the wings is 123 ft.; the length of the fuselage, 60 ft.; the height from keel to ring-post, 27 ft. 6 in.; and the total weight, 23,400 lb.—[R.A.F. OFFICIAL PHOTOGRAPH.]

The Guards' Colours at Cologne: British Military Pageantry in a German City.



THE ARRIVAL OF THE GUARDS' COLOURS AT COLOGNE: ESCORTED THROUGH THE CITY BY DETACHMENTS OF ALL THE REGIMENTS OF GUARDS.

The twenty Colours of the Guards Division, which forms part of the Army of Occupation in Germany, arrived at Cologne on January 7. They were escorted by detachments of all the Guards regiments across the Hohenzollern Bridge into the city, with bands

playing ahead and crowds of Germans behind. We recently illustrated their departure from London. On January 14 the Prince of Wales presented Colours to the Guards in Cologne.—[OFFICIAL PHOTOGRAPH.]

THE ST. OMER PSALTER.

(See Illustrations on Page 107.)

MR. YATES THOMPSON'S gift of his splendid St. Omer Psalter to the British Museum suggests the thought that the British public has no very adequate idea of the history of art in this country. How many of us knew that the reign of Edward II., whom we remember as an ineffectual warrior beaten at Bannockburn and murdered at Berkeley—that his reign was a period in which the delicate art of book-decoration reached its culmination here, and at least equalled the level of excellence touched anywhere or at any time on the Continent of Europe? And why? Because in art we worship big names instead of beautiful things. We are too apt to think of ourselves as a dull and inartistic people among whom some freak of nature has here and there raised up a soaring genius. The theory, if not absolutely incorrect, is far too sweeping. If great men have occasionally stood out from a level of mediocrity and bad taste, such has not been the rule.

No one would think such a description applicable to the British water-colour school in the time of Turner. Nor were the British contemporaries of Holbein or Vandyck, Reynolds or Gainsborough,

of so little account as we are tempted to think. The excellent publications of the Walpole Society are beginning to teach us better. But in the Middle Ages there are no big names. None known to the public—few, indeed, to the expert. Of the greatest work of English mediæval miniature, the volume called "Queen Mary's Psalter," we know not by whom or for whom or where it was written. It can only be dated by the evidence of style.

The Psalter which Mr. Yates Thompson bought of Lord Ashburnham and has now given to the nation was written for a knight and lady whose figures are introduced, on a very small scale, in the border of the first page of text. The kneeling knight bears on his surcoat the arms *azure*, a fess between six cross-crosslets *fitchées or*. In his right hand is a shield with the same arms, surmounted by his helmet. The arms are those of the St. Omer family of Mulbarton in Norfolk, and the figure is presumably Sir William de St. Omer, who was knight of the shire in 1330. The original illuminators, however, left the work unfinished, and the completion was delayed till about a century later; and in the book as it stands the work of the

two dates alternates in a curious fashion. The fifteenth-century illuminator is a much less able workman. The calendar is also of the later date, and contains most of the usual saints of Sarum use, including some not generally found before about 1415.

This is practically all that the manuscript itself tells us of its origin; but it is enough to confirm the evidence of style upon which it is included in a group of Psalters associated with East Anglia, and two of them specifically with Gorleston, in Suffolk. Of these two, one belongs to Mr. Dyson Perrins, of Malvern; the other to the Douai Public Library. The resemblance of Mr. Yates Thompson's Psalter to the latter is so great that it has been suggested that the same artist worked on both; and an inscription shows that the Douai book was given by a Vicar of Gorleston to an Abbot John of Bury St. Edmunds. Other manuscripts of similar style, though not so closely connected, are the Arundel Psalter (Arundel MS. 83) in the British Museum, Stowe MS. 12 (a Breviary also in the Museum), and the Ormesby Psalter in the Bodleian Library at Oxford.

CRIME AND THE CRIMINAL.



By E. B. OSBORN.

A GREAT war is invariably followed by efforts to dissolve the existing social order, and by an increase in the number of offences against the law which is the backbone, so to speak, of the national organism. The truth of this contention is generally admitted by social historians; it is enforced to-day by the gigantic crime of Bolshevism in Russia, and by the Spartacus movement in Germany, and by the threats—in themselves criminal—of those who sympathise with the murderous methods practised or advocated by Lenin and Liebknecht.

In this country, where a long-descended tradition of reasoned liberty still holds the field, the Red Flag barred with black has not yet been hoisted. Even on the Clyde and in South Wales, the two storm-centres of industrial unrest, only a very small percentage of the discontented—many of whom are really the victims of a cosmical grievance—wish to bring about a revolution by means of machine-guns. In France also, where the doctrine of the *salut public* is still omnipotent, there is no likelihood of dangerous disorders. Yet both here and in France an increase of criminality is regarded as inevitable during the reconstruction era, and a keener interest is already being felt in the greater task of practical criminologists—the prevention of crime, which is so much more important than its punishment.

During the war-years, though the fact is unknown to the general public, the theory of crime and the criminal has been revolutionised—or at any rate drastically evolutionised—by the scientific researches of Dr. Charles Goring, who might almost be styled the Darwin of the convict's natural history. The traditional theory of crime as sin—of the criminal as a sort of heretic to be ruthlessly rooted out—did not survive, except in the phraseology of indictments, beyond the first half of last century. It was ousted by the more humane doctrine of Bentham and Beccaria, who looked upon legal punishment as a deterrent, designed to add fear of consequences to the sum of motives which might be too weak to prevent a man from breaking the laws of society. Later on, the idea of reforming the criminal modified this theory in many respects. Then came Lombroso's theory of criminals as a race of degenerates *in* but not of civilisation—biologically "sports" distinguished by physical stigmata from other men, and not to be blamed for their evil deeds any more than Hottentots are to be blamed for acting as—Hottentots. This famous theory gave rise by reaction to another extreme doctrine, which insists that the criminal is entirely the product of environment.

Neither the views of Lombroso nor those of his opponents are supported by a study of the actual

facts. In "The English Convict," a painstaking and laborious survey of data furnished by several thousand inmates of English prisons, Dr. Goring has shown that convicted criminals do differ appreciably from their fellow-men at large. The difference, however, is not the difference between health and disease, nor is it comparable with albinism, still less is it a racial peculiarity. Criminals differ from other men not specifically, but selectively; some of the qualities of the average men are in them more or less exaggerated. Both heredity and environment, it would seem to follow, are factors in the making of a criminal. The great problem, then, of the social reformer is to control these factors in such a way that they do not become strong enough to create anti-social habits. Early training in *esprit de corps*, the germ of sociality, is the best means of prevention of crime. That must be our antidote to the expected increase in crimes of dishonesty (in ordinary times ninety per cent. of the whole number) which is an inevitable result of the propagation of political ideas based on the Socialistic notion that "Property is theft." The habitual criminal, almost always a rigid specialist, cannot be reformed. The occasional criminal needs no reformation; he is an ordinary man who has been over-tempted. But the school is the remedy for criminality which must be cultivated during the transition-age before us.

DEMOBILISATION, DEMONSTRATION, AND DISCIPLINE.

By MAJOR W. WHITTALL.

DOUBTLESS, there are some who associate recent incidents in connection with demobilisation of the armies with the wave of Bolshevism which is spreading across Europe. Therein I am absolutely convinced they are wrong; there is no Bolshevism in the British fighting Services, which are as sound in heart and discipline as ever they were. Unquestionably the incidents referred to have had a bad effect in certain directions; it would be idle to pretend otherwise. But when we come to examine cause and effect we find that they possess no more than a passing significance. The real blame lies at the doors of a section of the Press and the politicians. Concerning the former, the moment the Armistice was signed, and ignoring altogether the fact that it meant no more than a suspension of hostilities for the discussion of the real peace, a number of reputedly responsible newspapers began a campaign for immediate demobilisation, and accused the Government of hanging up procedure, until an opinion was created in the Army that there were grievances in connection with the release of the men which required immediate action to remove.

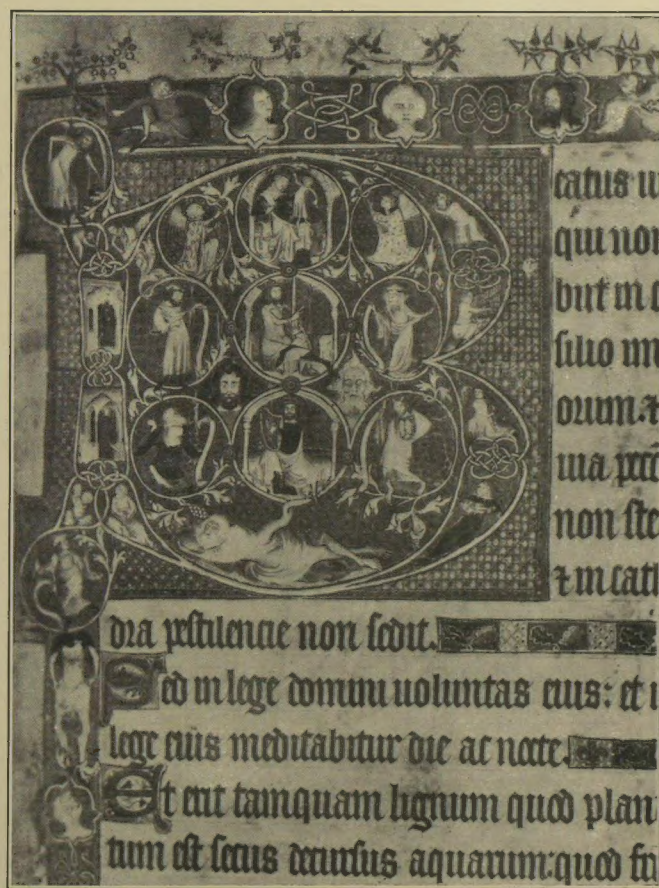
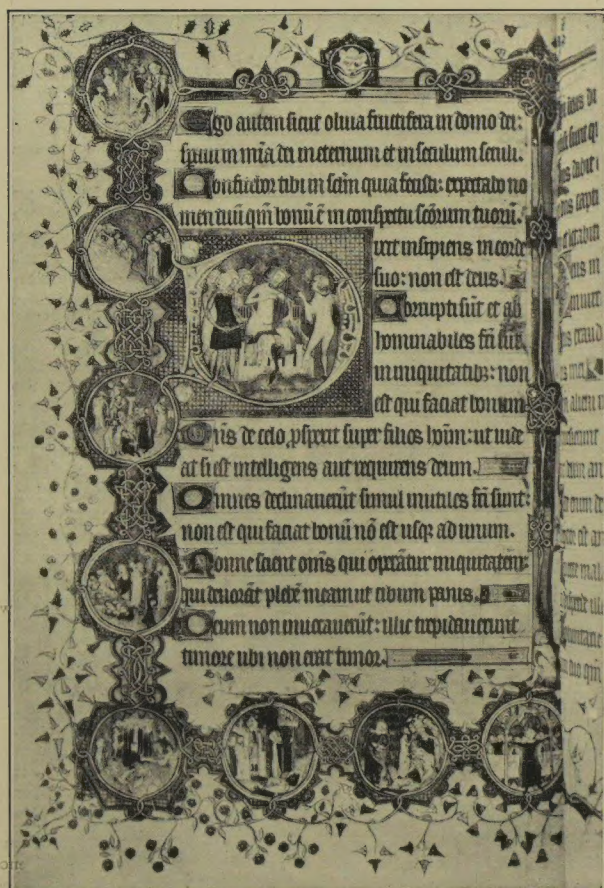
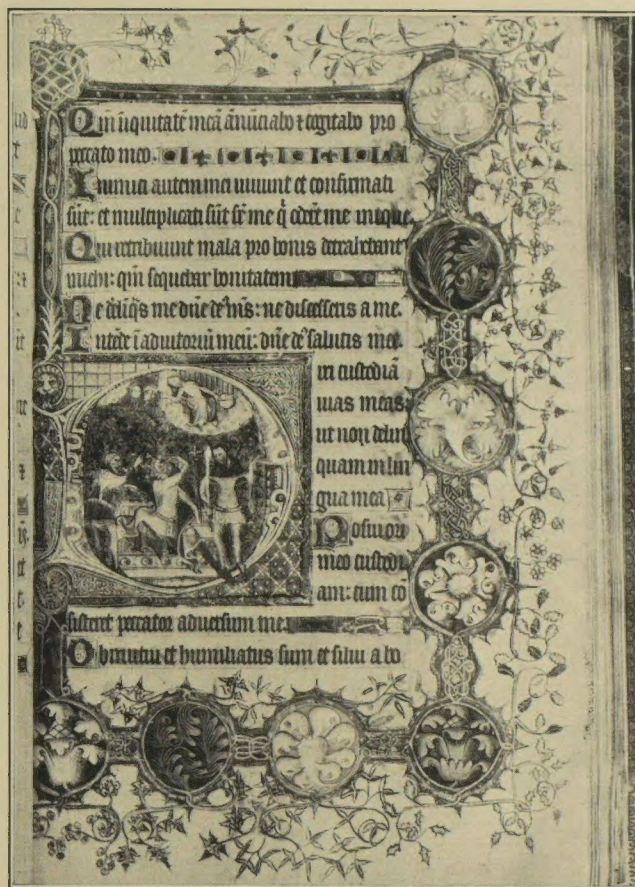
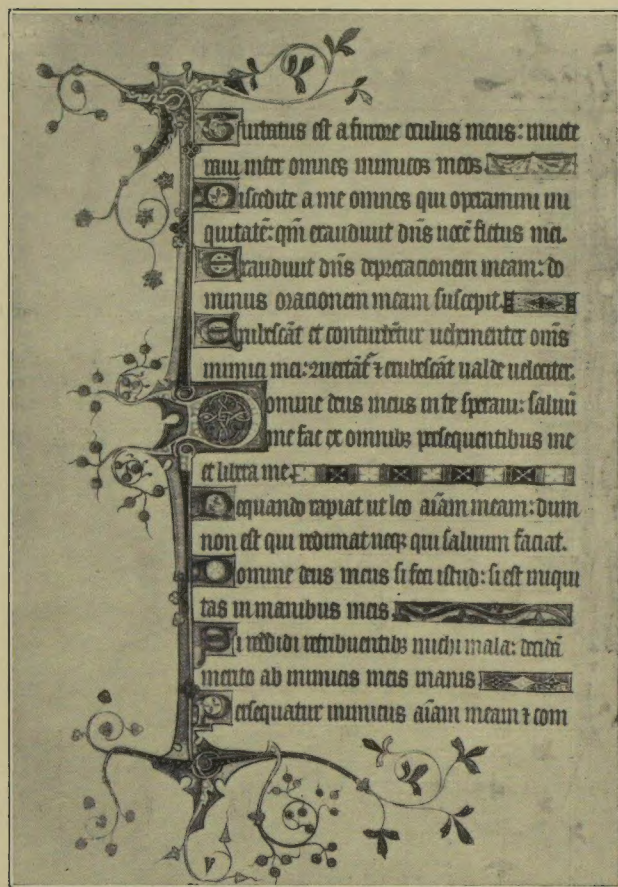
By the time this feeling had had time to grow into a more or less fixed idea, the General Election

came on, and from every hoarding and in every Coalition election address the people were exhorted to vote for "the men who won the war." The subject being thus approached in the past tense, it is scarcely surprising that men who have been risking their lives in the trenches for years should equally have regarded the war as something that was past history. They had joined the fighting forces for "the duration," and now that the term had expired, why should they not be released to get back to their civil employment? Moreover, there had been a great deal of talk about reconstruction, and the necessity of speeding up the process of reorganising industry, which undoubtedly assisted to accentuate the feeling among the troops that it was only fair to them that they should be released at once. They could see in their minds men who have, during the war, been making high wages in perfect safety getting the pick of all the jobs that might be going, while the mere fighting man would only get what was left. All things considered, the wonder is not so much that there were untoward incidents, as that they were so few and so comparatively harmless. Fortunately, the Prime Minister's statement on the subject of demobilisation generally, and the saner line adopted by the Press since that statement was

made, have together produced an excellent effect; and it is correct to say that the situation has been loyally accepted by the Armies at Home and Overseas, and discipline now stands as high as it has at any period of the war.

Unfortunately, at least one malign effect has followed the exhibitions of indiscipline which began at Folkestone, and were continued for a week or more at other military centres. The quite erroneous impression seems to have been created in Germany that discipline has been completely dissolved in the British Army; and this, no doubt, accounts in some degree for the non-compliance with the Armistice terms. Germany never could understand any kind of discipline but that of the jack-boot; and, knowing that such incidents as those under discussion could never have occurred under the Imperial régime, and having seen her Armies practically dissolve under the influence of Bolshevism, it is little wonder that she should believe in a similar dissolution of discipline in our own quasi-civilian army. Once again she is hopelessly wrong in her appraisal of British character; but it is nevertheless unfortunate that incidents should have arisen to give colour to such impressions.

A NEW TREASURE FOR THE BRITISH MUSEUM: THE ST. OMER PSALTER.



PRESENTED TO THE BRITISH MUSEUM BY MR. HENRY YATES THOMPSON: A 14TH-CENTURY ILLUMINATED MANUSCRIPT.

We reproduce here three pages, and part of another showing detail enlarged (in the lower right-hand subject), from the St. Omer Psalter, an exquisite illuminated English manuscript of the reign of Edward II. in the fourteenth century. The Psalter was recently given to the British Museum by Mr. Henry Yates Thompson. "This volume," he writes, "originally made for the family of St. Omer, of Mulbarton, in Norfolk, and

subsequently the property of Duke Humphrey . . . was bought by me from the late Earl of Ashburnham." An article on the subject appears on another page in this number. In our next issue we propose to illustrate the Metz Pontifical, a sumptuous French liturgical manuscript of the early fourteenth century, presented by Mr. Yates Thompson on the same occasion to the Fitzwilliam Museum.

SHAKESPEARE DETHRONED AGAIN.

THE Baconian theory, which has managed to sustain a flickering kind of existence for some sixty years, is clearly proving unequal to the heavy burden which its little band of supporters has sought to cast upon it. The sceptics are acknowledging the need of discovering other strings to their bow. From time to time of late new pretenders to the Shakespearean throne have been paraded before the public gaze. The strangers have, so far, been brought forward only to be hastily withdrawn, but additions may be expected to their ranks.



WILLIAM STANLEY, SIXTH EARL OF DERBY.

This drawing, which is by Silvester Harding, after a picture at Knowsley, is in the Sutherland Collection, Bodleian Library. The sixth Earl of Derby died in 1642.

Members of the doubting fraternity are prone to imagine that the final solution of their Shakespearean problem lurks in the secret history of men of high lineage at Queen Elizabeth's Court. Searches which have been undertaken in that quarter have already yielded some fantastic paradoxes. Sir Walter Raleigh has recently been credited by one rash speculator with the authorship of Shakespeare's sonnets, and the chop-logic of the argument can easily make Sir Walter responsible for the plays as well. In 1907 a cultivated Elizabethan nobleman, the sixth Earl of Rutland, who is well known to have interested himself in the Elizabethan drama and in the dramatic profession, was confidently hailed in a German book published at Munich as the real "Shakespeare," and the greeting was quite seriously repeated in a French volume of imposing size published at Paris in 1913. Now a quite authentic report warns us that there is on the eve of appearing in Paris a new deliverance which identifies the great dramatist with another Elizabethan nobleman, with William Stanley, sixth Earl of Derby, an ancestor of the present British Ambassador to the French Republic.

The theory of the Earl of Derby's authorship of Shakespeare is not quite new. That Earl's claim was first preferred by an industrious archivist, James Greenstreet, in an article published in the *Genealogist* in 1890. The argument was pursued by the same ingenious pen in two papers published in the same periodical in the following year. By an unhappy coincidence, Mr. Greenstreet died unexpectedly on Nov. 4, 1891, after completing his third paper. The announcement of his strange "discovery" seems to have attracted no attention, and with its inventor's premature death, the speculation reached, one charitably thought, its natural end. Mr. Greenstreet's widow handed over to the late Garter-King, Sir Alfred Scott-Gatty, the manuscript material on which her husband based Lord Derby's claims. Some ten years ago Sir Alfred presented to me Mrs. Greenstreet's

gift, and the Greenstreet papers are still in my possession. I confess that the whole matter had passed out of my mind when I chanced in a London evening paper on a paragraph which I now know to be correct, to the effect that a Professor of eminence at the Collège de France, M. Abel Lefranc, had revived the inquiry which Mr. Greenstreet had inaugurated and had established to his own satisfaction Lord Derby's responsibility for the Shakespearean drama.

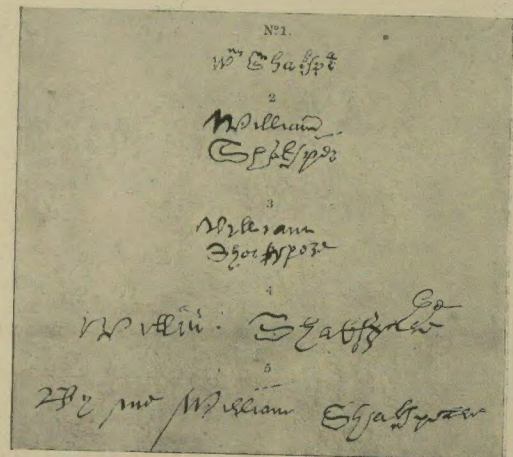
M. Lefranc's studies in Rabelais and in the literature of the French Renaissance entitle him to the respect of all readers. I have not seen his own statement of the case for Lord Derby, and it would clearly be unfitting for me to venture any opinion of his arguments or conclusions. But I have a full knowledge of the kind of evidence which led Mr. Greenstreet to credit the sixth Earl of Derby with Shakespeare's work. I do not hesitate to pronounce Mr. Greenstreet's speculation to be the shallowest of scholastic fopperies. The little seed out of which the great theory grew by dint of very flimsy sophistications has in itself some historic interest. Mr. Greenstreet discovered among the State papers at the Record Office two letters both genuinely written on the same day, June 30, 1599. The writer, one George Fenner, seems to have been a member of an important shipping firm in London. In these epistles Fenner sent to two foreign agents—one at Antwerp, the other at Venice—miscellaneous items of English news. The writer included in his gossip the intelligence that the Earl of Derby was "busied only in penning comedies for the common players." On the foundation of that piece of news, which figures with slight verbal alteration in each letter, Mr. Greenstreet built his wild fantasy.

Fenner clearly referred to William Stanley, sixth Earl of Derby, who had succeeded his brother Ferdinando, the fifth Earl, in the title five years before. No confirmation of the report that this William Stanley wrote plays is, so far, discoverable, and Fenner's report may be loose and untrustworthy hearsay.

Such is the corner-stone of William Stanley's pretension to the first place among dramatic authors. The delusive kind of corroborative evidence which Mr. Greenstreet adduced scarcely deserves close examination. William Stanley, sixth Earl of Derby, shared with his brother Ferdinando, fifth Earl, and many other Elizabethan noblemen an active and practical interest in the dramatic movement of the time. Ferdinando Stanley,

all its histrionic rivals in achievement and esteem. Meanwhile, William Stanley, on becoming sixth Earl of Derby, took into his "service" (as the phrase ran) a small and far less distinguished company of actors, which maintained a somewhat struggling existence for more than twenty years altogether outside Shakespeare's circle.

Apart from William Stanley's right to be numbered among the scores of contemporary noblemen who patronised acting companies, Mr. Greenstreet found support for his rash conjecture in details which are even less relevant and more specious. For example, William Stanley in youthful manhood made a very extended and a very notable tour through Europe and the Near East in the charge of a tutor named Lloyd. Mr. Greenstreet ascertained that there was a Richard Lloyd who published in 1584 a book about the Nine Worthies, and may or may not be identical with Stanley's preceptor.



FIVE GENUINE AUTOGRAPHS OF SHAKESPEARE.

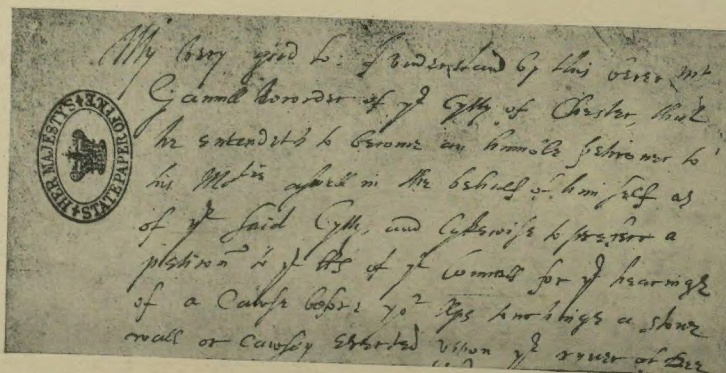
No. 1 is from Shakespeare's mortgage, 1612-13; No. 2 is from Malone's Plate II. No. X.; No. 3 is from the first brief of Shakespeare's will; No. 4 is from the second brief of the will; No. 5 is from the third brief of the will.

In "Love's Labour's Lost" Shakespeare introduces a pageant or masque of the Nine Worthies which is presented by the schoolmaster Holofernes. Argal, William Stanley wrote "Love's Labour's Lost," and found there an opportunity of caricaturing his tutor Lloyd in the character of Holofernes. The position becomes plainer, according to Mr. Greenstreet's reasoning, when it is added that at Chester, where the mediæval drama conspicuously flourished, a rudimentary dramatic version of the story of the Nine Worthies had long been popular, and that Chester was often visited by the Earls of Derby, whose chief seat, Knowsley, was not far distant. And so the skein of mystification was twisted by Mr. Greenstreet until it became mere

futility to seek to unravel the threads. The only comment which seems to me to be appropriate to Mr. Greenstreet's tangle of surmises is Fluellen's famous burlesque of all good logical principle: "I tell you, captain, if you look in the maps of the 'orld, I warrant you shall find, in the comparisons between Macedon and Monmouth, that the situations, look you, is both alike. There is a river in Macedon, and there is also moreover a river at Monmouth: it is called Wye at Monmouth; but it is out of my prains what is the name of the other river: but 'tis all one, 'tis alike as my fingers is to my fingers, and there is salmons in both."

I await with much interest M. Lefranc's development of Mr. Greenstreet's theme.

SIDNEY LEE.



PART OF A HOLOGRAPH LETTER OF WILLIAM, SIXTH EARL OF DERBY, 31st OCTOBER, 1607. The letter is dated from Knowsley, and addressed to Robert Cecil, Earl of Salisbury.

William's predecessor in the Earldom, had been patron of the company of actors of which Shakespeare was a member. On Ferdinando's premature death Shakespeare's company passed into the patronage of a nobleman of quite another family, and, under its new patron, it rapidly outstripped

THE DEATH OF H.R.H. PRINCE JOHN: THE LATE PRINCE.

PHOTOGRAPHS BY TOPICAL, ERNST BROOKS, AND L.E.A.



EARLY PORTRAITS, AND LATER: H.R.H. PRINCE JOHN, YOUNGEST CHILD OF THE KING AND QUEEN, WHO PASSED AWAY IN HIS SLEEP, ON JANUARY 18, IN HIS 14TH YEAR.

The Nation heard with the greatest regret of the sudden death of Prince John, fifth son and youngest child of the King and Queen, and heartfelt sympathy is extended to their Majesties in their bereavement. The official notification read: "York Cottage, Sandringham, Saturday. The King and Queen have suffered a sad loss through the death of H.R.H. Prince John, fifth son of their Majesties, who died suddenly this afternoon at

Sandringham." Sir Alan Manby issued the following: "Sandringham, Saturday Evening, January 18. His Royal Highness the Prince John, who has since his infancy suffered from epileptic fits, which have lately become more frequent and severe, passed away in the sleep following an attack at 5.30 this afternoon, at Sandringham." Prince John was born on July 12, 1905.

THE WORLD OF FLIGHT

AIRSHIP DISTANCE AND DURATION RECORDS.

By C. G. GREY,

Editor of "The Aeroplane."

SINCE my notes last week on speed and height records were published, Major-General Sir Frederick Sykes, Chief of the Air Staff, has made known a wonderful voyage taken in the summer of 1918 by a German airship. The full details of this journey have yet to be told, for General Sykes merely said that the ship started from Bulgaria, carrying twelve tons of ammunition for the German troops, and went to what used to be German East Africa and back, having been recalled owing to the surrender of most of the enemy in that area, and that it remained four days in the air. At another point in his lecture he referred to its having reached Central Africa; so one is still somewhat at a loss as to its exact itinerary.

The account which was in circulation verbally among the airship people in this country some months ago stated that the ship—a Zeppelin of the latest type—started from Bucharest, traversed the Balkans and the Mediterranean, went over Egypt (where it was seen—sundry minute paragraphs in the Press at the time recorded a rumour that a strange airship had been seen over Egypt), and then followed the Nile to Victoria Nyanza, after which it took a compass course to "German East," as the South and Central African colonists always call it. There, according to the story, it was unable to find von Lettow's forces, as they were dispersed in the bush; and it was recalled by wireless owing to threats of bad weather in Europe. This story says that the ship was carrying medical stores for von Lettow, and not ammunition. Also it says that the out-and-home journey took seven days, and not four as stated by General Sykes.

It will be very interesting, when details are available, to learn which story is correct. One assumes that General Sykes's version comes from the R.A.F. Intelligence Department—probably by way of German or Bulgarian air-service people captured in the Balkans, or interviewed since the signing of the Armistice. The other and earlier story came through either the Admiralty or War Office Intelligence Departments before any of our enemies had collapsed. Having been obtained by subterranean methods, it is likely to be true; whereas a story acquired since the signing of the Armistice may well have been exaggerated by the teller in the desire to impress his conquerors with the greatness of his own service.

Of the two, the earlier story seems the more plausible. Medical comforts would weigh very much less than the twelve tons of ammunition mentioned by General Sykes, and so would leave more room for fuel. Moreover, the voyage to German East and back is a matter of more than 7000 miles, which, if the journey took only four days, would mean a speed of nearer eighty than seventy miles an hour. It is said that the latest Zeppelins can do eighty miles an hour; but that means running "all out," and it is certain that no airship could run at full speed for four days and nights without a stop. But, if one accepts the seven-day voyage as the correct story, the speed works out at a little over 1000 miles a day, or approximately fifty miles an hour, which is much nearer the economical cruising speed of a modern Zeppelin. Even then, allowing for some hours lost in searching for von Lettow, and for occasional diversions from a direct course, and for adverse

winds in places, most of the travelling would have to be done at somewhere between sixty and seventy miles an hour, so one is much more disposed to accept the seven-day story than that which gives four days as the duration of the voyage. It is even possible that in course of transcription between the original source and General Sykes a Continental figure seven—which has a stroke across

if the Germans ever claimed it—without making new rules, for it was not done over a prearranged course and duly checked by unbiased observers at various points on the way. Thus it may be seen that a world's record may be actually beaten without the better performance constituting a record. For, be it remembered, a record is so called because the facts and figures of the performance are on record, supported by reliable evidence. And such evidence must be independent and unbiased. A record cannot be passed on assumption, no matter how obvious and irrefutable. However, assuming purely for the sake of argument that all the figures concerning this journey were verifiable, the discrepancy between the two stories quoted is an excellent illustration of the difference between a duration record and a distance record.

Whether the voyage was to Central Africa and back (a matter of 6000 miles), or to East Africa and back (something over 7000 miles), there is no doubt that the ship travelled further without alighting than any airship has done before; and, if the voyage lasted for seven days, the ship certainly remained in the air longer than any other ship has done. But, if the voyage lasted only for four days, it is probable that it has been beaten by certain of our own airships, which it is said have remained in the air for a hundred hours or more without descending. It is, however, very doubtful whether the International Federation would ever institute a class of record for the duration of airships in the air, because the duration performances of such craft have practically nothing to do with the skill of the pilot or navigator.

The breaking of records is always more or less a matter of finding tricks by which to take all possible advantage of the rules governing the particular record to be broken; and in such a case as an airship duration record the obvious thing to do would be to take a very big and very gas-tight envelope, fit it with a car for two—or at most three—men who would relieve one another on watch, and install an engine which would be just big enough to keep the ship moving and under proper control. Thus there would be the maximum amount of lift and the minimum amount of dead load, so there would be plenty of room for food and water for the crew. With a crew of skilful balloonists who knew how to make use of air currents, such a ship would spend most of her time drifting like an ordinary balloon, and would only

use her engine in emergencies. By choosing carefully a spell of good weather, it ought to be possible to keep such an apparatus in the air for weeks; but, considered as a performance for a practical airship, such a record would be worth nothing.

Record or no record, this Zeppelin trip to Africa proves that the Atlantic can be crossed by air-ship whenever the weather is fine. It proves more, for it shows that a modern airship can, with luck, voyage from Ireland to New York and back. Therefore it is fair to assume that, except in the very worst weather, any ship of the same type could cross the Atlantic in

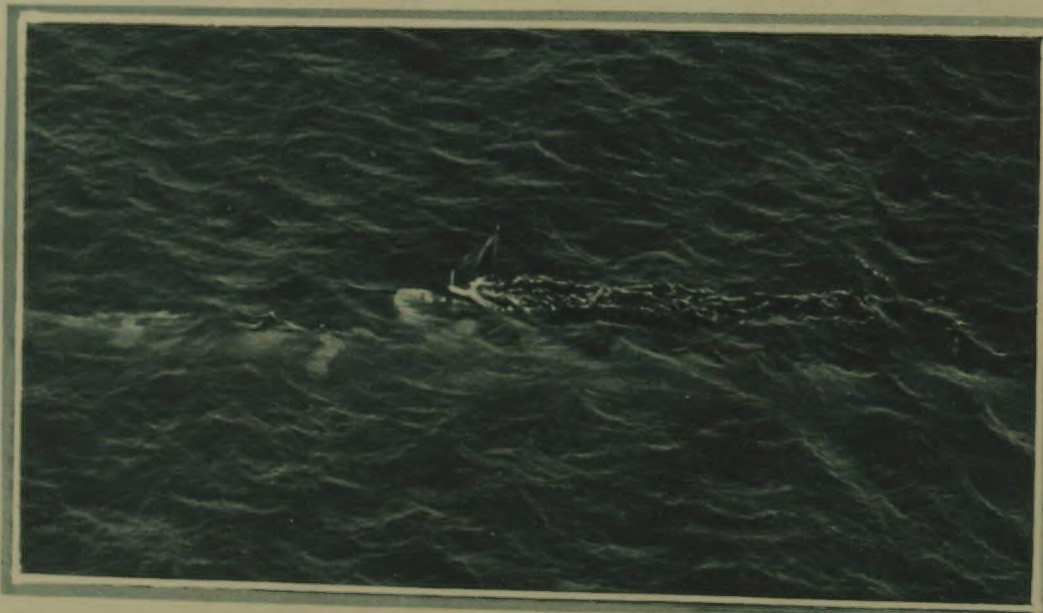
one direction. Consequently, it is also a fair assumption that there will be a regular Transatlantic airship service long before there is a regular aeroplane service.



AS SEEN FROM A BRITISH DIRIGIBLE: DESTROYERS IN LINE.—[Official Naval Photograph.]

the middle of the down-stroke—may have been transformed into an English figure four.

In any case, the voyage is a very astonishing performance, and must of necessity beat all world's records for airships; but the discrepancy between

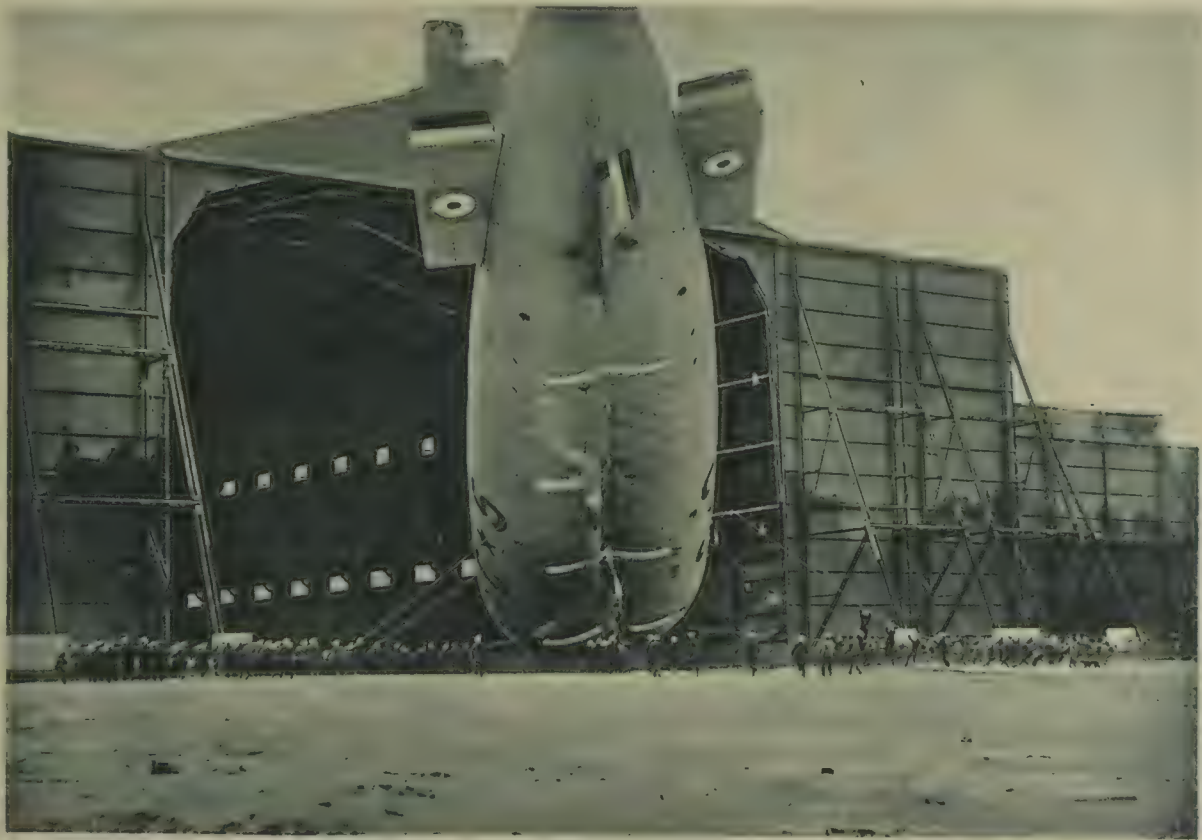


AS SEEN FROM A BRITISH DIRIGIBLE: SUBMARINE "E 32" SUBMERGING. Official Naval Photograph.

the two figures makes all the difference between its beating two records or only one. In any case, it is questionable whether the Fédération Aéronautique Internationale could pass it as a record—

THE NAVY'S BIG AIRSHIP PROGRAMME: PIONEER DIRIGIBLES OF TO-DAY.

R.A.F. AND R.N.A.S. OFFICIAL PHOTOGRAPHS.



1. LANDING IN A THIRTY-MILE-PER-HOUR WIND, WHICH HAS TILTED HER ON END: H.M.A. "C.X.5" ENTERING HER HANGAR.

It was stated recently that the Admiralty had taken in hand a great programme of airship construction. The new dirigibles are to be rigid, and equal in size to the largest Zeppelins, with a gas capacity of 2,500,000 cubic feet, a lifting capacity of 60 tons, range of 8000 miles, speed of 60 to 70 m.p.h., and crew of 25. They will be stationed on the

2. A TYPE OF AIRCRAFT TO BE GREATLY DEVELOPED FOR NAVAL SCOUTING AND COAST PATROL: LIFE ON A BRITISH AIRSHIP.

coast for sea patrol and observation work. It is expected that some may also be used for Government experiments in postal and passenger services this summer. Still larger airships are contemplated in the future. Those here illustrated are of the existing smaller type, used for convoys to Norway and elsewhere.

SCIENCE JOTTINGS

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.FROM THE GILDED LEECH WHICH SUCKS BLOOD TO BE A NOSE OF
FARMER ON A WOOD WAS VESTED IN THE SILENT OF GIGAMING TO ACHIEVE IT

MOST of us have had experience of the distaste—and even, in extreme cases, the nausea—produced by eating or attempting to eat the same sort of food every day. Things are better in that way than they used to be; but the leg-of-mutton-and-suet-pudding diet of the mid-Victorian schoolboy is still an unpleasant memory to some of us; and the once-monotonous menu of the soldier, the sailor, and the prisoner has had to be abandoned because it was found that the men did not thrive upon it. Give a man the same food every day, week in and week out, and it will produce first disrelish, then impaired digestion, and finally malnutrition, until, like some of the foolish "bird-eating" champions of the baser sort of American newspapers before the war, he may actually die of starvation while consuming a quantity of nutriment greatly in excess of that required to support life.

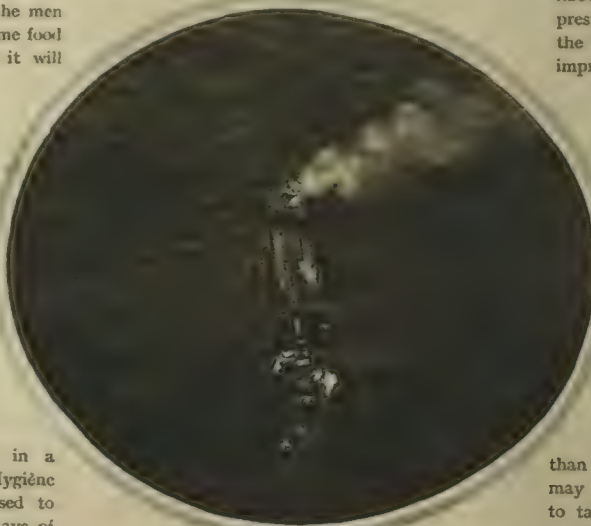
Why this should be so has long been a puzzle to the physiologists, but an answer has lately been found to this and some other cognate questions by M. Javillier, one of the assistants at that Institut Pasteur which has conferred so many benefits on humanity, in a lecture to the Société Scientifique d'Hygiène Alimentaire, whose work may be supposed to have peculiar interest for us all in these days of rations. He has found that, after accounting for all the carbohydrates, protein, water, and the rest which the Food Ministers of the Allies have assured their constituents are all that are necessary to support life, there remains a trace of certain unfamiliar but by no means rare minerals, such as fluorine, boron, iodine, manganese, arsenic, and zinc, and that these can be recovered by appropriate means from the ashes of our "carcasses of clay" when laid aside by death. Their occurrence therein is at once too regular and too unvarying in quantity to make it possible that they are there by accident, and it can therefore only be concluded that they play some important part in the functioning of the whole organism. What part this is may be judged from the different organs in which they occur. Fluorine, for instance, is most abundant in the enamel of the teeth, the blood, and the organs of excretion, while relatively scarce in the muscles. Arsenic is present, according to M. Armand Gautier, in all the tissues of ourselves and other animals, and perhaps especially in certain of the respiratory organs and the thyroid gland.

THE NEED FOR VARIETY IN FOOD.

Manganese, zinc, and the other metals are found chiefly, if I am right, in the bones and the skin.

These facts have long been known to students of science, and some of them have indeed been

carried their significance many steps further. As the burning of human bodies and the subsequent analysis of their ashes still present many difficulties to civilised people—I do not include in this designation the adherents of "Kultur"—it occurred to the French savants to experiment with vegetables; and then a startling fact emerged. As no means of manufacturing the elements in question above enumerated in vegetable organisms could be presupposed, it was thought convenient to grow the plants needed for experiment in soil already impregnated with them; and it then appeared that the quantity of manganese, zinc, and the like recovered from their ashes exactly equalled that put into the soil. Hence it was plain that they underwent no change in their passage through the plant; nor was this all. The plants so treated grew and increased with such rapidity as to prove that their powers of assimilation of the food otherwise supplied to them were many times multiplied by the mere presence of these strange substances. Plainly these last operated not as food to the growing plant, but as the cause of this last deriving more nutriment from the soil and the air than it would otherwise do. The same process may by several arguments and proofs be shown to take place within the bodies of animals.



SEEN FROM THE AIR: THE S.S. "AUDEX" TORPEDOED BY THE GERMANS AND ON FIRE.

Official Naval Photograph.

chronicled in the happy days before the war in this column; but experiments in progress at or under the direction of the Institut Pasteur have

The practical outcome of these experiments, which will no doubt be repeated, is that an answer is given by them to many questions that have long been puzzling people interesting themselves in such matters. The plant world turns out to be the main source from which these metallic and other elements pass into the human body, and thus we have an explanation of the profit which this last derives from the consumption of vegetable food quite apart from the comparatively slender number of calories derived from its ingestion. Moreover, the fact that the infinitesimal doses of homeopathy do occasionally—though by no means invariably or even often—effect cures is thereby explained. But, above all, the necessity of varying our food daily so as to increase our chance of taking into our system these mysterious elements which act, as it is called, "by presence" may be increased. Some of these days it may be convenient to show what foods contain the most of them and in what proportions. But that, to use the classic phrase, is another story. F. L.



SEEN FROM THE AIR: H.M.S. "ONSLAUGHT" PASSING THROUGH A SMOKE-SCREEN.

Official Naval Photograph

THE AIR RAIDS ON PARIS: TYPES OF GERMAN BOMBS DROPPED.

PHOTOGRAPHS BY HONORE AND MEURISSE.



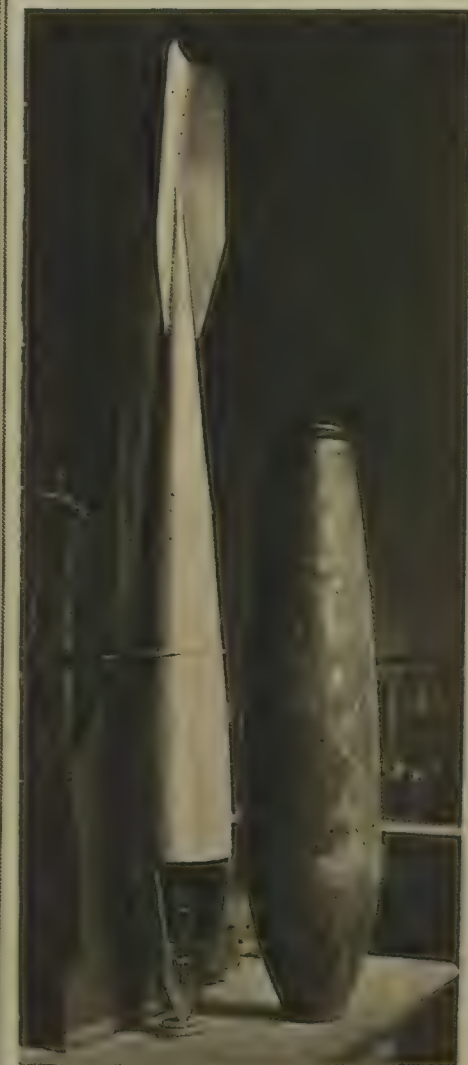
USED IN THE PARIS AIR-RAIDS: TYPES OF FUSES OF GERMAN AERIAL "TORPEDOES."



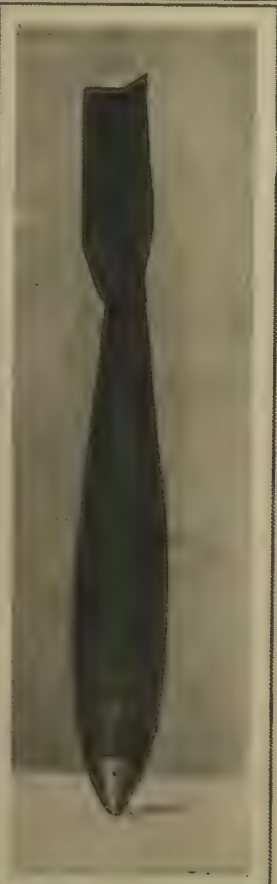
TWO ZEPPELIN INCENDIARY BOMBS; A SMALL SHRAPNEL BOMB; AN INCENDIARY BOMB (L. TO R.)



WITH ITS DETONATOR: A HEAVY ZEPPELIN BOMB.



UNEXPLODED AERIAL "TORPEDOES": (LEFT) WEIGHT, 50 KILOS; (RIGHT) 100 KILOS.



OF INCENDIARY TYPE: A 5-KILO AERIAL "TORPEDO."



WEIGHING 300 KILOS, WITH A CHARGE OF 175 KILOS A HEAVY AERIAL "TORPEDO."

The first German aeroplane raid on Paris took place on Sunday, August 30, 1914, when five bombs were dropped. In this first series of ten raids by Taubes, which ended on May 22, 1915, the bombs dropped, which were small compared with those used later, were of four different types—a round explosive bomb weighing about 4 kil. 500; a 3-kilo shrapnel bomb; a thick-cased pear-shaped bomb of 15 to 30 kilos; and a cylindrical conical incendiary bomb of 4 kilos 500. The Zeppelins, which first attacked Paris on

March 21, 1915, used almost exclusively two kinds of projectiles—a round explosive bomb weighing from 60 to 130 kilos, and an incendiary bomb of lantern shape. The Zeppelin raids ceased on January 29, 1916, and the Gotha raids began in December 1917. The Gothas eventually used almost entirely the cigar-shaped aerial "torpedo." Some weighed only 10 kilos, others 50 and 100 kilos respectively; while the largest weighed as much as 300 kilos. A kilo (kilogramme) is equivalent to a little over 2 lb. avoirdupois.

WHERE SOME OF THE 1,049 PROJECTILES FELL: CAMERA RECORDS OF PARIS AIR RAIDS AND "BIG BERTHA" BOMBARDMENTS.

PHOTOGRAPHS BY HENRI AND JEANNE.



THE EFFECT OF A LARGE AERIAL "TORPEDO" WRECKAGE IN THE RUE DE RIVOLI
ON APRIL 12, 1915.



SHOWING THE ANGLE OF DESCENT AND
DIRECTION: TWO "BERTHA" SHELL-HOLES.



THE MADELEINE HIT: A ST. LUKE DECAPITATED BY A SHELL ON MAY 30, 1915.



HUTS BURNT AT THE MINISTRY OF WAR: RESULTS OF AN AERIAL "TORPEDO"
ON MARCH 11, 1915.



OUTSIDE THE GERMAN EMBASSY IN THE RUE DE LILLE: A HOLE MADE BY
"AN AERIAL "TORPEDO" FROM AN AEROPLANE, MARCH 11, 1915.



WHERE 70 PEOPLE WERE KILLED ON GOOD FRIDAY,
1915: ST. GERVAIS, HIT BY "BERTHA."



NEAR THE OFFICES OF "L'ILLUSTRATION": SHELL
DAMAGE AT 35, RUE ST. GEORGES, ON APRIL 13, 1915.



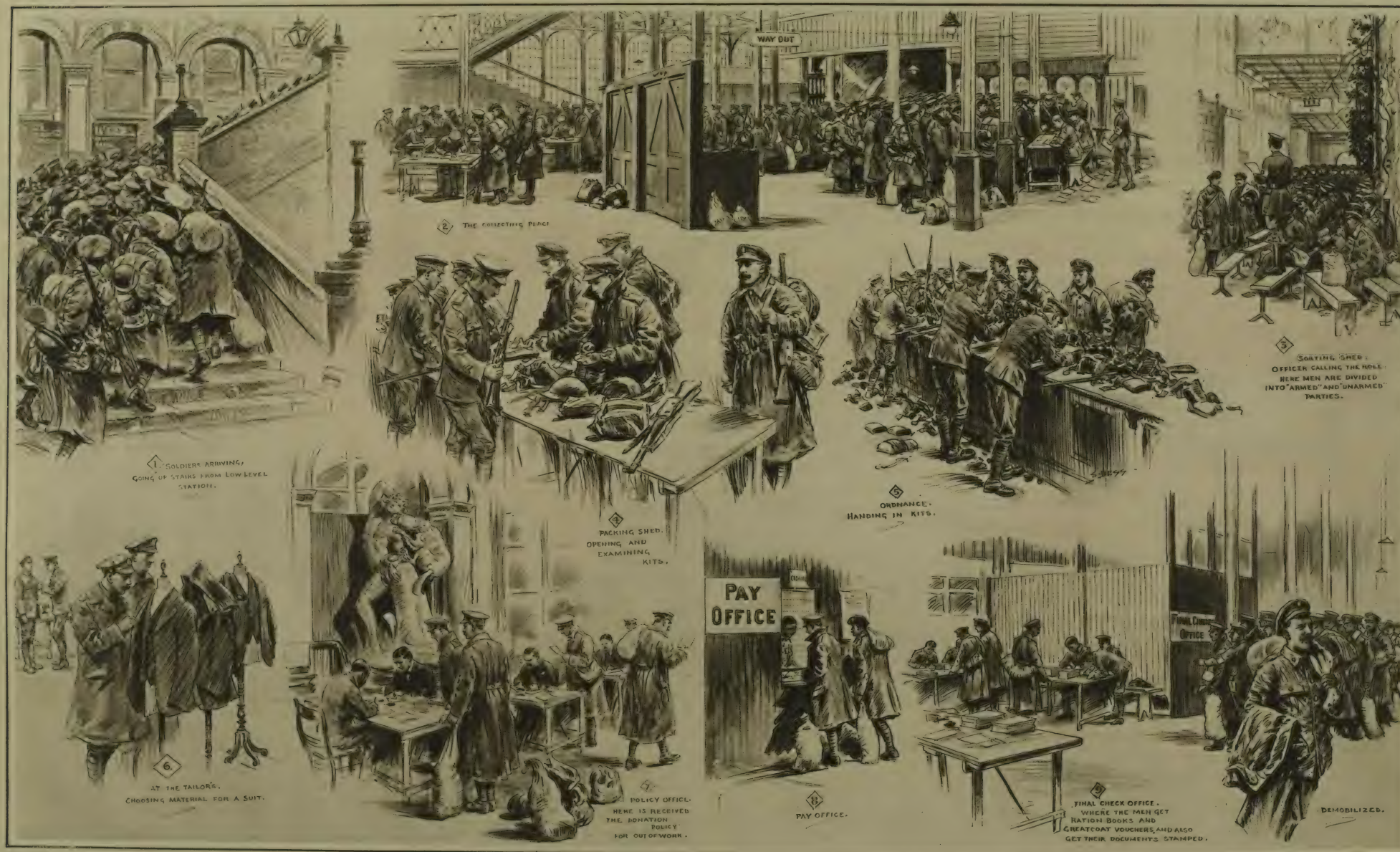
A VEHICLE BURIED IN THE RUE DROUOT: EFFECTS OF A HEAVY AERIAL
TORPEDO FROM AN AEROPLANE ON MARCH 5, 1915.

As in the case of London, it is now possible to publish figures regarding the damage and casualties sustained in Paris as a result of the numerous German air-raids on the city during the war; and the bomb-damage at long range by "Big Bertha." A full record, with maps and photographs, was given recently in the pages of "L'Illustration," whose own offices in the Rue St. Georges had a narrow escape, three bombs falling very near on April 13, 1915. The worst disaster was that caused by a shell from a long-range gun on Good Friday March 30, 1915, when over 70 people were killed and more than 50 injured during the service of Te Deum in the church of St. Gervais. Parisians will never forget that outrage.

The total number of bombs dropped on Paris by German aeroplanes and Zeppelins was 745, the casualties being 266 killed and 603 wounded. The long-range guns fired in all (as far as can be traced) 393 shells, killing 256 people and injuring 626. The total casualties from air-raids and bombardment combined were thus 522 killed and 1229 injured. Among the victims were hundreds of women, children, and old people. At St. Bernard wrote at the end of an article on the subject: "C'est, ne l'oubliez jamais." The long-range bombardments lasted for 24 days. In one air raid a hat town in the courtyard of the Ministry of War was destroyed.

THE TRANSITION FROM KHAKI TO "CIVVIES": DEMOBILISATION IN FULL SWING AT THE CRYSTAL PALACE.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



WHERE THE SOLDIER'S LAST FEW HOURS IN THE ARMY ARE MADE PLEASANT: DEMOBILISING OVER 4000 PER DAY AT THE CRYSTAL PALACE.

It is natural, and indeed desirable, that the process of demobilisation should be gradual and systematic, not only to avoid dislocation and congestion in civil employment, but also for the very good reason that an Armistice is not a Peace, and the safety of the country still requires the existence of large forces. In all the circumstances, demobilisation is proceeding as rapidly and smoothly as can be expected. Especially is this the case at the Crystal Palace, which has become the chief dispersal station for the London area, the camp at Wimbledon being now regarded as a reserve station for use in time of exceptional pressure. At the Crystal Palace a convenient system of departments has been organised, so that a

constant flow of men can pass through expeditiously. It was at first arranged to deal with 2000 officers and men per day, but the actual number proved more than double, and now well over 4000 per day can be demobilised. The men are given a substantial meal, and the proceedings are conducted in a genial spirit. Our artist has illustrated most stages of the process. One that is omitted is the Dispersal Office, where the men get their "Protection Certificates" and railway warrants. This comes in between the Policy and Pay Offices (drawings Nos. 7 and 8). The "Donation Policy" mentioned in drawing No. 7 entitles a man to 29s. a week for 26 weeks.—(Drawing Copyrighted in the United States and Canada)

"BY ESCORT AND CONVOY": THE AUXILIARY PATROL FROM THE AIR.

R.A.F. OFFICIAL PHOTOGRAPHS.



"THE AUXILIARY PATROL SERVICE HAS BROUGHT SAFELY TO PORT HUNDREDS OF SHIPS": A CONVOY PHOTOGRAPHED FROM THE AIR.



"CARGOES OF SUPREME VALUE TO THE BRITISH EMPIRE AND OUR ALLIES": A SCANDINAVIAN CONVOY PHOTOGRAPHED FROM AN AIRSHIP.

The Board of Admiralty recently sent a farewell message of thanks to the Auxiliary Patrol Service, before its dispersal, for the splendid work performed during the war by the various types of craft belonging to it in convoy and rescue work, mine-sweeping, and submarine-chasing. "By escort and convoy," says the Admiralty, "it has brought safely to port hundreds of ships whose cargoes were of supreme value and concern to

the British Empire and our Allies. . . . On the appearance or report of an enemy submarine it fell to the Auxiliary Patrol to hunt her by every available method. . . . The good wishes of the Board of Admiralty and the Royal Navy will follow the armed yachts, trawlers, drifters, and motor-boats after they have hauled down the colours they flew as His Majesty's Auxiliary Patrol vessels. Many of the vessels at home and abroad

[Continued overleaf.]

PELMANISM: THE GOSPEL OF ACTION.

By W. C. L.

PELMANISM is good news. It is the gospel of action. If the public could see the piles of letters which have been received at Pelman House, Bloomsbury Street, from thousands of Pelmanists, it could only come to one conclusion, that the Pelman System is a great creator and stimulant of energy and action. This is one of the explanations of the enormous success which has attended, and continues to attend, the movement. Like the spirit of old, in the valley of dry bones, it is provoking and stirring the minds of men and women as nothing else has done in this generation.

Pelmanism is not simply a bit of new propaganda: it is not merely a new system of education: it is not just a practical living application of the principles of psychology. It is all this, and much more. Most of all, it is an impelling, energising and vivifying spirit, which develops, revives and animates the mental powers, and regalanises the will of all those who come under its sway. It transforms the slacker. It arouses, develops and directs human energy. It is a moral and mental dynamic, and enormously reinforces the executive faculties.

In bygone days, it was commonly supposed that a man had a strong will or he had not, and there was an end of it. Pelmanism demonstrates that such a view is a fatal heresy. It proves that the will, like all the other faculties of the mind, may be developed and so directed as to issue in deed and action. This is one of the special claims of the system. It is a claim which meets the special demands of the times.

DEMAND FOR NEW IDEAS.

There have been times in the history of the world when the demand was for men of ideas, men who could give us new statements and fresh generalisations. To-day the demand is not such. The call, at the present moment, is for men of vim and energy, such as can be translated into movement and action. There is no lack of inventive genius, of scientific discovery, or of social ideals. The war has shown us that of these we have abundance, though in each of these departments bigger things are looming on the horizon. The great need is to turn all this into practical channels and so speed up national progress. Enormous work has to be done, if the world is to be made safe for democracy and if democracy is to be safe for the world. Dreaming, longing, and simply wishing are useless. The thing that matters is practical, well-directed life and action.

King George made a telling appeal to our country a few years ago in the rousing call, "Wake up, England!" England is awake to-day as she has never been before. The rude hand of the cruellest war in history has sternly shaken her out of sleep. And now, wide awake, the British Empire is looking around and realising how much there is to be done. There is no lack of vision or of desire. We are all hoping and longing for a sweeter, fairer, and kinder Land than was the Land of our Fathers. The supreme question is, how shall it be done? Statesmen, experts, educationists, captains of industry, and well-fed, well-housed, well-paid labour, we need all these. But all these have one common need, and that is an unflinching, constant supply of well-directed energy.

THE MENTAL ENERGY FACTOR.

Now, if an appeal were made to a hundred average students of the Pelman System, as to what is one of the chief results of training on Pelman lines, we are convinced that one and all would say, it develops, to a surprising degree, human energy: it is the gospel of action. The public has every right to submit the system to this test, since Pelmanism claims pre-eminently to fit men and women for business and professional life. It claims to make men and women more capable, more serviceable, and therefore of greater use and financial value to the community. And the system must be judged ultimately by this standard—is the Pelmanist alert, active, accurate, thorough, progressive? Does he "carry on" and make others "carry on"?

Beyond a peradventure it does do this. The Pelmanist is a "live man." He is awake. Mentally speaking, his coat is off, his sleeves are turned up, and he is out for work. It is a big claim, of course; but there are thousands who can substantiate it, and who avow that it makes work a pleasure and responsibility a delight. Talking the other day to a man who was curious, if not sceptical, of the entire Pelman movement, he made the remark, "Well, you know, my feeling is that the

thing is too good to be true." But it would not be a gospel if it did not seem like that. A gospel is good news, something too good to be true on the face of things. It is not just another theory, or system, or philosophy. It is a spirit, and it is the spirit that gives life. It is the case with the Pelman movement. The training involved comes as a revelation. It gets at a man. It finds him. It reveals him to himself, and it sets him going upon definite and wise lines.

PEACE PRODUCTION.

The need is for an awakened spirit, a spirit that moves and does things. It is of first importance, when one remembers the pressing need for Peace Production. Probably Britain's share in the enormous debt which the war has entailed is approximately 8,000 millions, requiring something like 400 millions for annual interest, to say nothing about provision for sinking funds. How are these enormous liabilities to be met? The answer is Production, which again means a more active and vigorous system of manufacture than this country has ever known. Brains, capital, factories, and machinery will be at hand. The new factor required is increased human energy. It would pay both master and man to spread among our workers the gospel of Pelmanism, because this method is the last word in mental dynamics. More than ever we shall have to realise the vested potentialities of the shipwright, the boiler-maker, the engineer, the weaver and the spinner. The power is there all right. It can be developed and applied in such a way as to be equal to the new demands. Pelmanism shows the way. Behind its principles is experience, and volumes of testimony. Let it be tested and the results need not be feared.

And how does it do all this? it may be asked. Not by any tricks and by means of any cheap short cuts. The system is rational and natural. It is practical and personal. It means the enrichment and application of personality. The system is not profound except in the sense that all simple things are profound. Others may have, indeed, are, thinking and acting more or less according to Pelman principles. But Pelmanism is the first complete graded system of mind and memory training which has appeared in this country. It needs no argument to commend it save the argument of experiment. It is self-evident to those who enter upon it. If a man will but follow its teaching, he will know that it is as interesting and practical as it is easy and enjoyable and fruitful.

But what is the *modus operandi*? It implants in the mind, and builds upon, four vital elements, Purpose, Interest, Energy, and Will-power. Look first at the vital element which Pelmanism plants in the mind—**PURPOSE**. If enquiries are made at Pelman House, Bloomsbury Street, it will be found that the reason why so many lives are ineffective and why so many men miss success is this: they have not worked under the impulse of a clear, definite purpose. Such a confession is tacitly admitted by thousands of those who enter for the Pelman Course. Often it is found that, whilst a man is professedly a banker or an engineer or a solicitor or an engine fitter, really his heart is not wholly in his work. The reasons may be various. He does not fit his work or his work does not fit him. He has grown tired, or he has lost interest. In short, the edge of his purpose has become blunt, and so he is not cutting his mark upon the things which make up his daily calling. Sometimes he has other irons in the fire, and his calling is getting less attention than it demands. Instead of giving his best time and energy to the heating and striking and shaping of the iron of his own special business, he is hampered with half a dozen other irons, the result being that he achieves nothing but old iron. It is this lack of clear definite aim which is often the cause of failure. Now, the Pelman student cannot proceed far into the Course of training without being sharply pulled up on this point. He is forced to ask himself, what am I aiming at? What is the one thing which I am supposed to be doing? He is forced to put first things first, to begin at the beginning.

THE ANTIDOTE TO MONOTONY.

The second vital element which Pelmanism plants in the mind is **INTEREST**. Anyone who has kept his eyes open knows that it is tragic to contemplate the number of people there are who are engaged day by day in work for which they have lost interest. The result is that they have become hirelings, having lost, if they ever had it, their first absorbing love of things. Much can be said of course about "the blessedness of drudgery,"

but drudgery is an evil, after all that may be said, and there is more of it in life than is necessary. Work never was and never need be a curse. What it needs is the right outlook and the right spirit, and this is precisely what Pelmanism provides.

Unfortunately, one of the results of the war is that thousands of our lads, with eyes reopened to the presence of change and reality, have lost interest in their old callings. "Tis true, and pity 'tis 'tis true." Often it is well nigh impossible to get successfully out of an old calling into a new one. Where that is possible Pelmanism does much to help, and where it is not possible it enables a man to see the new in the old, and so to revive and rekindle his lost interest.

THE INDIVIDUAL FACTOR.

The third vital element which Pelmanism implants in the mind is **ENERGY**. Here again, it is amazing to note how frequently a four-cylinder-power mind is working on the basis of a two-cylinder-power standard. The potential energy, in most individuals, is much greater than they have ever imagined. Not only so, in many cases even the energy they have is either largely wasted or misdirected. Any engineer knows that the problem which has to be solved in designing and constructing an engine, either for a motor-car or not, is largely the problem of generating, directing, and economising energy. The questions of work, speed, and cost are the elements of the problem. It is largely the same with the human machine, and there is no part of the Pelman System which is more suggestive and more helpful than is the part dealing with the generation, conservation, and application of human energy.

THE WILL TO SUCCEED.

The fourth vital element which Pelmanism plants in the mind is **WILL-POWER**. A "Varsity" man confessed to the writer of this article some time ago that though he had specialised in philosophy and psychology, he had never met a more helpful or illuminating treatment of the nature of the human will than that contained in the little grey books. Many have declared that the Pelman treatment of this important subject is alone worth the full course fee. Pelmanism shows you what the will is and how it can be developed, strengthened, and perfected. And to do that is to bring good news to untold multitudes.

Purpose, interest, energy, will-power—these are the elemental constituents of human action. These are so treated, in the Pelman System, and so harmonised in the general mental training given, that, in many cases for the first time, the mind wakes up to the fact that life is action and that the joy and zest of things consist in "travelling on," and not simply "arriving," as Robert Louis Stevenson would say. Here, then, is the opportunity for those who have become slack, for those who find themselves dreaming success instead of achieving it. Here is the opportunity for those who are apt to spend their days in analysis and criticism, when success is conditioned by synthetic thinking and strenuous endeavour. Pelmanism is spirit; it is life; and to come into contact with it is to be mentally kindled and enthused. It brings a message of hope to the mentally tired. It refreshes the jaded mind. In short, Pelmanism furnishes us with a means which is unique, a method by which a man can match his circumstances, and make the most and best of his life.

"Knowing ourselves, our world, our task so great,
Our time so brief, 'tis clear if we refuse to execute
Our purpose, life will fleet, and we shall fade and
Leave our task undone."

Full particulars of the Pelman Course are given in "Mind and Memory," which also contains a complete descriptive Synopsis of the twelve lessons. A copy of this interesting booklet, together with a full reprint of "Truth's" famous Report on the work of the Pelman Institute, and particulars showing how you can secure the complete Course at a reduced fee, may be obtained gratis and post free by any reader of THE ILLUSTRATED LONDON NEWS who applies to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C. 1.

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AS SEEN FROM THE AIR: THE DECK OF A COASTAL MOTOR-BOAT, AND THE HUGE WASH BY THE LITTLE CRAFT'S GREAT SPEED.

Continued from our last.

have still some months of important service." The work of the coastal motor-boats was illustrated in our issue of January 18 by a drawing of one in action with an enemy seaplane, one of the many varieties of "hazardous deeds" in which they so gallantly distinguished themselves. Here (on the right-hand page) we show them as they appear from aircraft flying overhead, and the photographs bring out well the terrific speed they

attain, as evidenced by the long lines of foam created in their wake. The photographs on the left-hand page, also taken from R.A.F. aircraft, show the general appearance of convoys as seen from above. In the foreground of the lower subject is seen part of the airship from which the photograph was taken. Illustrations of such airships appear on another page in this number.



Remembrance

LITTLE Mother—with your first sweet Baby cuddling in your arms—what memories are they, shining in your eyes?

You were a baby once, you think, every bit as precious to your own mother as your little one now is to you. Were you very dear, you wonder, and have you fallen short of what she hoped for you?

No, little mother, you have not fallen short: for she tended you, cared for you, gave up everything for you, simply to have you spared to enjoy your present happiness—to have a baby of your very own.

Your mother gave you all she had; she nourished you with her own breast milk to give you the best possible start in life—which is just what you most wish to do for your own wee darling now.

*"I remember, I remember
The house where I was born;
The little window where the sun
Came peeping through at dawn."*

AND, if you can feed baby yourself, you are a fortunate as well as a happy woman, because nothing is so good for Baby as his mother's milk. But, if you cannot feed baby yourself, you do not need to fret. Feed him on Glaxo and he will "get on" as well as you could wish.

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Glaxo is so easy to prepare that a mistake cannot possibly be made with

it. You simply mix it with hot water, so that baby may take his nourishment from the bottle in liquid form. This is all you have to do—Glaxo itself will do the rest—and thus will you prove for yourself what thousands of other happy mothers and beautiful children can already testify:—that Glaxo does indeed build bonnie Babies.

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LADIES' NEWS.

THE choice of Westminster Abbey for Princess Patricia of Connaught's wedding with Commander the Hon. A. M. Ramsay is one which pleases the public. A vastly larger number of people will be able to see something of it than if it took place in any of the Chapels Royal. Weddings in the Abbey itself are rare. In Henry the Seventh's Chapel, which is behind the chancel, a considerable number have been solemnised. A Victorian double-wedding of note in the Abbey was that of the Marchioness of Lansdowne and the Marchioness of Blandford. Lady Ermytrude Malet was an Abbey bride. The wedding of the Marquess and Marchioness of Crewe, which took place there, was a great occasion. It was followed within a very short time by the wedding, in the same place, of the present Viscount and Viscountess Hampden. The last wedding I remember in the Abbey was that of our Commander-in-Chief in India, General Sir Charles and the Hon. Lady Monro. The bride was the Hon. Mary O'Hagan.

Princess Patricia of Connaught is, it is said, anxious that a detachment of P.P.C.L.I. shall be in the Abbey for the occasion. The nave will afford opportunity for a large number of people to see the procession; the chancel will doubtless be reserved for guests. Arrangements are incomplete as yet; it is now ascertained that the Crown Princess of Sweden will be here. It is a family affair and in no way political, and her Royal Highness comes with her little daughter. Between them the bride and bridegroom-elect could make up a little procession of their own nephews and nieces. Boys would have been in the ascendant could the three Swedish Princes have come. Lady Mary Cambridge would be another young relative available. The fashion for child bridal attendants is a very pretty one, and it has gained ground greatly of late years.

This dear old overgrown London town has gone dancing mad! Whether it is that dancing is the true physical expression of joy, and that we are all tripping out our delight at having beaten the Huns, or that we are in the clutches of a British Pied Piper, or the reaction from dull times is on us, it is hard to say; but boy and girl, father and mother—and grandfather and grandmother too—are all joining the dance. Young men are not hard to come by; they are tripping over each other in their eagerness for invitations. There is no need to pass round lists of dancing men, or to bribe the *jeunesse dorée* with hot quails, fizzy wine, and strawberries and

peaches and iced asparagus out of season to come and dance with girls in their own rank of life. Such bribes, indeed, are not available to ordinary



ONE OF THE EXCEPTIONS TO THE RULE
OF SMALL HATS.

Very picturesque does she look in her large hat of black satin with its mastic plume. The bag-muff is of ermine and skunk with a small tassel.

mortals—only to those who can wave the modern magician's wand of countless money. All that is required is a band that marks the time well, plays with spirit and loud, and includes banjoes, a good

floor, and dancing space. Provide these, and lemonade and sandwiches are all the inner man requires. The Jazz-step, the one-step, the fox-trot, the Boston, and any other modern measure go like hot cakes, and everybody has, in American parlance, "a puffy elegant time"!

It is no unusual thing to find bridge and auction-bridge tables deserted for the ball-room, so compelling is the latest craze. Men and women who are young only inside yearn to join, but confess their ignorance of the new steps, and are not above being coached by their children. Teachers of dancing are booked up with appointments. Tiny tots at children's parties jazz it, and trot it, and one step it with the best. For them it seems more natural than the old slow waltz, with its reverse. Fox-trotting is akin to polking, and jazz steps might be rather like the mazurka if the glide could condescend to an upward kick. After all, the new is always just a little like the old; if it were not we should not like it half so well. On the whole, dancing mad is a quite sane and healthy condition of things—one of the paradoxes that modern social conditions so often give us.

We need feel no surprise if long coats go out with the winter. Arguing from the reductions made in the prices of them at the sales, this seems likely enough. Women are very cleverly stage-managed by clothes dictators and heads of departments at great houses; get behind the scenes, observe the prompt of the stage-managers, and act accordingly. Every woman who cares for dress is now very anxious to discover the plan of campaign for the coming season. Members of our fashions intelligence department confess themselves at fault at the moment, which is not to be wondered at. No one can decipher a code before it is in existence. Even for the early spring British buyers and the always alert Americans, Paris is not yet ready. Mark Twain's advice never to prophesy unless you know is singularly sound about womenkind's dress.

Bridge should be anathema by Bolsheviks because it is so eminently bourgeois. It is the beloved pastime of the middle age and the middle class. Time was when it was smart, but the war dislodged it from that high estate. Smart women and young girls went war-working, and confided that bridge had ceased to intrigue them anyway. The middle aged of the minority sex were busy over some kind of national service; but the middle-aged of the middle-class women never budged from bridge. They played at their clubs in the afternoon and at home in the evening, and they do so still. The best character I have

(Continued overleaf.)

Thought She would not Live

"At the age of three months she was puny and fretful and many of my friends thought she would not live, but from the day I started her with Mellin's Food she gained and is now one of the bonniest of babies."

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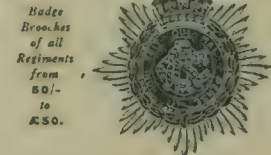


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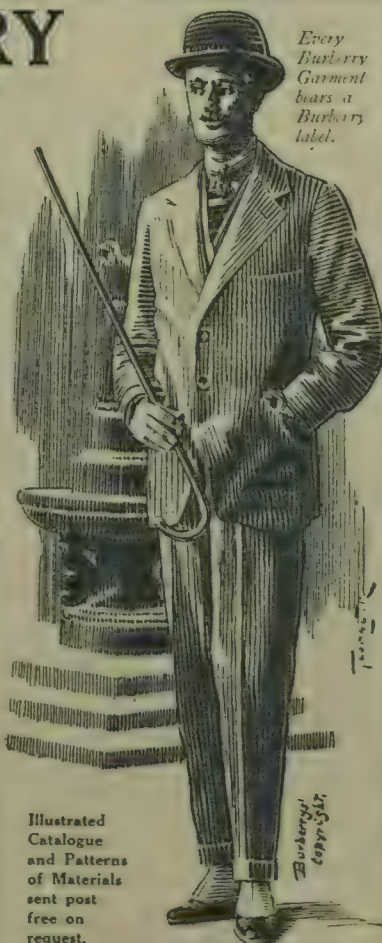
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GOOD MONEY'S-WORTH.

A very good plan to get food prices lowered
is to curtail the use of highly-priced foods as much
as possible, and give preference to foods which,
while economical in price, are thoroughly satis-
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For example, the twelve varieties of Gong
Soups can still be bought at the pre-war price of
2d. per packet. Each packet contains sufficient
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sippets or suitable vegetables a very substantial
and nourishing meal can be provided for three
persons for less than the price of an egg!

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In Boarding-Houses, Canteens, Clubs, Hotels,
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Each packet
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heard of bridge was given by a member of Almack's; she said it had been an excellent training for keeping awake at night, which she found invaluable when she changed her games for night shifts at canteen work!

Much anxiety is being expressed in various quarters about Courts and State functions for this year of grace.

No pronouncement has so far been made on the subject. The Lord Chamberlain's department have no information. It is the opinion of those in Court circles that there will be no Courts until peace is declared, and this may not be for months to come. The Queen's Household is short of two Maids-of-Honour, and Queen Alexandra's of one. The Duchess of Sutherland is now put down as Mistress of the Robes, not as deputy; possibly the appointment is now permanent. The Queen's Household, save for Maids-of-Honour, is complete; and State functions there will certainly be in connection with peace celebrations and with royal visits. The King and Queen of Roumania are expected soon; and the King and Queen of Italy, with their eldest daughter, are also expected. There has so far been no pronouncement about Royal Ascot; but the Derby is to be run at Epsom, and the Eton and Harrow match played at Lord's, and the Grand National run at Aintree; so there is a beginning. There may be a quick succession of Courts once they start; and the Premier has said that peace would be settled up sooner than people supposed possible. With that we must be content. In October last none of us would have believed it within the limits of possibility that we should be resuming social activities at all at the beginning of this year—but we are!

The Charing Cross Hospital has a fine record for service always, and its activities throughout the war have been most valuable—3700 sick and wounded soldiers have been

treated and nursed. There have been 13,119 in-patients, and 81,337 out-patients. Special sections, such as that for maternity and child-welfare, have been developed, and a network of benevolence and philanthropies has been instituted and carried out by the Lady Almoner. This is the hospital's centenary, and it needs money. The Council have accepted an offer from Lady (Milsom) Rees

MRS. GOODSIR'S HOSPITAL AT CROYDON.

BY a curious coincidence, "Wallacefield," the residence of Mr. G. Goodsir, J.P., at Croydon, was opened as an Auxiliary Hospital with twenty-five beds for sick and wounded soldiers on Sept. 25, 1914, and remained so until Jan. 2, 1919, and thus was in use for 1360 days, the exact

duration of the war. It has had 1172 patients, chiefly drawn from the 4th London General Hospital at Denmark Hill. Many severely wounded passed through the hospital without a single death occurring. The great daylight raid of July 7, 1917, happened on the day of a Garden Sale, and after the raid all Croydon flocked there, the Sale realising £477 for the Lord Roberts Memorial Workshops Fund. The nursing, cooking, etc., at the hospital were carried on by a loyal band of ladies from Croydon, Purley, and Sanderstead, under the superintendence of Mrs. Goodsir, with Miss S. Graham as Sister-in-Charge, and Miss May Goodsir as Hon. Sec. and Quartermaster. Mrs. Goodsir, whose portrait is inserted in our photograph of "Wallacefield," has been decorated with the O.B.E. (Officers' Class), and Miss May Goodsir and Miss Graham have been "mentioned." The entire cost of equipping and running the hospital has been borne by the owner of the house, who would be the first to acknowledge that, without the help of the ladies of Croydon and the neighbourhood, the work could not have been carried on.



A HOSPITAL AND A WAR-WORKER: MRS. G. E. GOODSIR, O.B.E., AND "WALLACEFIELD."

to organise a dance for its funds, and this will take place at the Grafton Galleries on the 5th prox. Tickets, including refreshments, will be 1s. All communications should be sent to Lady (Milsom) Rees, 24, Grafton Street, W.1. A chance of a dance is eagerly sought, and this will be one for a wholly excellent object. Charing Cross Hospital is economically run, thoroughly efficient, and free from debt. That it should be kept so is up to the people of London; lots of them will enjoy dancing some money into its coffers.

A. E. L.

After writing off all charges, also Excess Profits Duty payable in respect of 1916-17, the accounts of Carreras, Ltd., show an available balance of £134,000. The directors recommend a dividend at the rate of 12 per cent. per annum for the half-year, making 10 per cent. for the year ended Oct. 31, 1918. They also place £35,000 to reserve, and carry forward £67,065.

One of Tommy's greatest comforts whilst in the Trenches has been Cailler's Chocolate. When he comes home, give him

Cailler's
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It has the Chocolate flavour

TRY IT IN YOUR BATH

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NEARLY 500 BRANCHES IN ENGLAND



THE background of this picture represents the more humane side of war. In the foreground, stands the Nurse, — woman in her great and tender rôle.

And wherever Nurse has been, BENDER'S FOOD has been also, — used to sustain the soldier through severe operations, to nurse him through the crisis of fevers, from illness to convalescence, and back to health.

Tens of thousands of the Empire's soldiers who have known "Blighty," will for ever associate it with kindly nursing and BENDER'S FOOD.

During the war period, owing to the demands of the military and other hospitals, the amount of BENDER'S FOOD for sale to the public has been somewhat restricted. The available supplies have however been spread throughout the country as evenly and fairly as possible, and arrangements made to meet urgent civilian demands.

BENDER'S FOOD will, it is hoped, soon be more generally available, and any dealer able to procure stocks through the usual trade channels. Increasing quantities are being sent out by the Manufacturers.

THE GENERAL EXPORT TRADE throughout the world is informed that regular shipments of BENDER'S FOOD will be resumed to all countries at the earliest possible moment.



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And Depôts throughout CANADA.

MR. BRANGWYN'S ART.

CONTEMPORARY criticism, like contemporary biography, has its delicacies. Dr. Johnson, when he came to the later Lives of his Poets, confessed: "I begin to feel myself walking upon ashes under which the fire is not extinguished." In the case of an artist so individual as Frank Brangwyn, we write about his work with something of the sense of intrusion; we, too, are "hot," after the manner of the nursery game of hide-and-seek, so near are we to the subject of our study.

Mr. Sparrow, and not for the first time, gives us a Brangwyn book—"Prints and Drawings by Frank Brangwyn, with some other Phases of his Art," by Walter Shaw Sparrow (John Lane)—excellent in its letterpress and monumental in its illustrations. To those who have never seen an original Brangwyn this book will reveal him, even as a colourist, and a great colourist at that. In black-and-white he is so perfectly reproduced that anyone who turns the pages of this handsome volume can qualify as a judge of Brangwyn's work. The foremost impression it produces is perhaps that of its extraordinary force, the force of an arm or of an engine. Vital energy



A DISTINGUISHED CLERIC: THE LATE FATHER JAMES FRANCIS DOWNES.

(See Note on this Page.)

is his, such vital energy as has its source not in muscle merely, but in spirit. St. Francis of Assisi and Legros are Brangwyn's godfathers.

He is a master of turmoil and also a master of peace. His turmoil has the promise of repose; his repose has its past and its promise of labour. Labour answers to his brush, his pen, or his needle. He has the whole secret of labour—of women in labour, of men in factories. The spirit of solitude goes with him into the solitary figure; and all companionableness is gathered into his coupling together of two men—at the forge or in the field. Into

a crowd he puts the pathos proper to it, the crowd over which One wept in Jerusalem, and of which, with the eyes of a Blake, Brangwyn can discover the double in the London crowd of to-day. He has compassion on the multitude in his own measure, which is, besides, that of a fine draughtsman with a sense of human drama. He is a real seer—a character whose rarity is evidenced even in the names that Britons bear. Land-seer was, we think, the only proper name with that termination until George Meredith, in "The Amazing Marriage," made us a presentment of R. L. Stevenson, with the label of Woodseer.

Brangwyn is a masterly interpreter of architecture, the Romanesque, for choice. And he has the secret of scaffolding and of ladders. The understood strenuousness of life left his art no need to find in war its fullest expression. But he has served the cause of the Allies by his cartoons. He served it in his very own way. "Brangwyn's posters on the U-boats peril," says Mr. Sparrow, "are what they should be—antagonistic to that noisy moral anger by which nations at death-grip may be made unfit for cool, unceasing action and effectual resource." Brangwyn's sense of proportion in art has served him well in life; and this volume is witness to an achievement of which a man may well be proud, or, at least, let others be proud for him. W. M.

By the death, on the Feast of the Epiphany, of Father James Francis Downes, the world has lost a brilliant priest. Mgr. Russell celebrated a solemn Requiem Mass on the following Friday, at St. Thomas of Canterbury's Church, Fulham. Father Downes was born at Harwood, in Yorkshire, in 1843. In his twenty-first year he was received into the Church at St. Patrick's, Manchester; and a year later went to the English College, Lisbon, founded in the days of Queen Elizabeth, and was ordained to the priesthood on Dec. 21, 1872. Leaving Lisbon in the following year, he did good work in Leeds and other areas of effort until illness compelled him to give up active work at Bradford, where he had ministered for eleven years. He was a gifted composer of both sacred and secular music, and possessed personal charm as well as priestly dignity.

It might well be thought that the secret of the pen of a ready writer lay in a knowledge of shorthand, as, at a recent examination of a Pitman's shorthand class formed—by special arrangement with

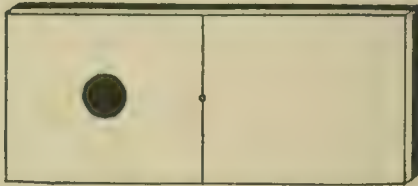
the War Office—of members of Q.M.A.A.C., remarkable results were obtained. After only five weeks' tuition, a speed of a hundred words per minute was registered by nine students, in a test of more than average difficulty.



THE YOUNGEST LORD CHANCELLOR: THE RIGHT HON. SIR F. E. SMITH.

Our photograph shows the new Lord Chancellor, the Right Hon. Sir Frederick Edwin Smith, leaving the Royal Courts of Justice after the recent ceremony of his installation. Despite his youthfulness for the high office, Sir Frederick has well won his honours, for he is a keen politician, a dignified personality, and a wit, as well as a brilliant lawyer. The whole ceremony of installation only occupied a few minutes. Lady Smith was present; and the Second Appeal Court, where the ceremony took place, was crowded with legal luminaries and lay spectators.—[Photograph by L.N.A.]

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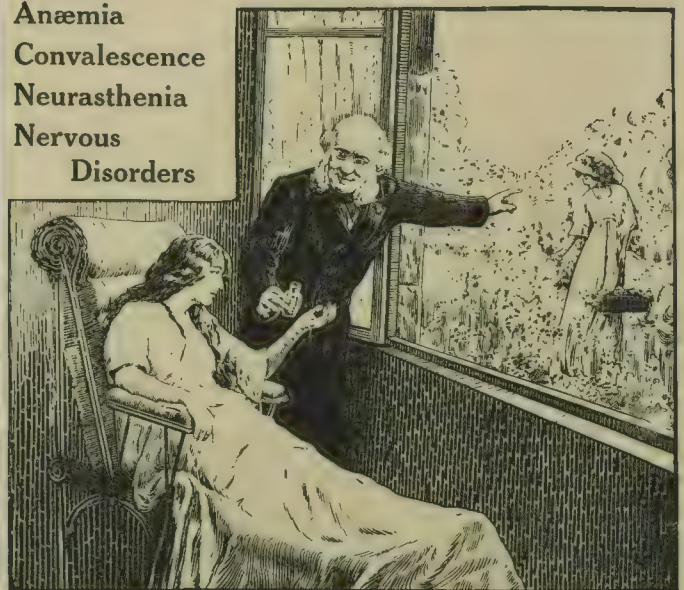
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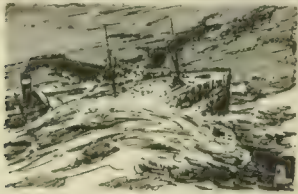


"INDIAN STUDIES."

There is no doubt that in support of a demand to combat the findings of the Montagu-Chelmsford Report incited General Sir O'Moore Creagh, V.C., to publish his "Indian Studies" (Hutchinson). Combat them he does, vigorously and incisively, directly and by implication. The last two chapters deal with nothing else; and not one of the fifteen others fails to make its points against the Report explicitly; while there is scarce a page of the whole volume in which criticism of it may not be read between the lines. Root and branch, Sir O'Moore Creagh is against Mr. Montagu's policy for India. That fact must be accepted. The general reader, knowing himself not competent to take sides on this vast problem, owing to an ignorance of Indian affairs which does us little credit, may, in consequence, be put off reading a work seemingly

so contentious. In that case he will make a great mistake. We have seldom come across a book so informing on a subject at once difficult and fascinating. Into it are unpacked stores of knowledge and experience gathered through long years of service in wide districts of India, by one whose high official position brought him opportunities of observing, while his sympathy added understanding. The great variety of races in India, the potency of caste, erroneous conceptions as to what constitutes literacy in a native, the importance of the agriculturist in the provinces, the need in the administration of perception of Indian psychologies, and of acquaintance with local custom, the evils of the increasing over-centralisation of government—these are some of the constantly recurring general topics on which illumination is cast from ever fresh sides. Particular matters displayed in unusual detail, again, are the constitution of local government, the working of the

land-tax, the position of the British domiciled community, the status of the feudatory States, with many others which too often are ignored by those who seek to enlighten us on Indian conditions. Facts and opinions are set down in blunt, soldierly sentences, without graces of style, as the author himself laments. But their manifest authority gives them life and significance; and there constantly breaks in upon them the comment of personal experience of the matter in hand, not always confined to India, but sometimes drawn from wider fields, as in the case of the Sikhs whom the author found in Shanghai in 1900-01. We do not forget that the Report also constantly crops up, with an effect like Charles the First's head in Mr. Dick's conversation. But that need be little obstacle to anyone's enjoyment. It is none to anyone's increase of knowledge. Let us add that, just because the work is so informing, its appearance without an index is deplorable.



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The toll of life in the Merchant Service during the war was colossal. Thousands of gallant seamen lost their lives to keep the people at home from starvation. Do you wish to see the dependants of these brave men left to starve after they did their best to keep you from starvation? The Mercantile Marine Service Association is carrying on the good work of relieving distress by providing pensions for the widows of seamen who lost their lives at the post of duty. How much will you give towards this necessary work? Your duty is clear: fill in the contribution form and post your donation to-day.

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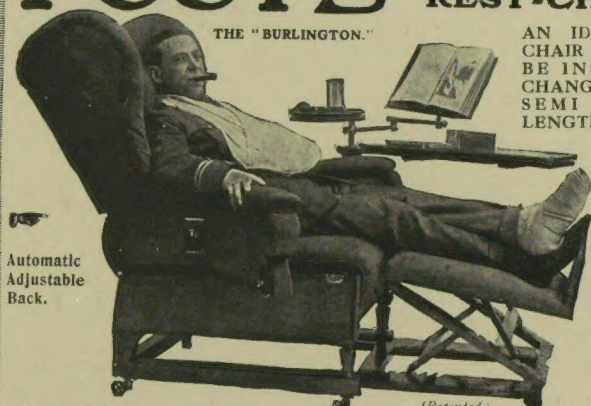
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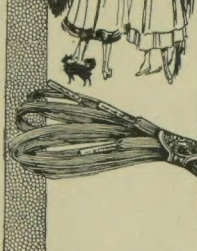
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THE CHRONICLE OF THE CAR.

The Roads as Railways.

The Ministry of Reconstruction has identified itself with a scheme for laying light railways on and beside the public highways, for the conveyance of agricultural produce from the farms to the railways. These light railways, if and when they come into being, are to be called "Agrails"—not a particularly taking name, but no doubt sufficiently descriptive for the purpose. One would be absolutely at a loss to understand why such an idea could be seriously advocated, were it not that the significant fact emerges that the whole of our transport reconstruction work is falling into the hands of the railway interests. The Road Board has been captured, body and soul, by these interests—hence the resignation of Mr. Rees Jeffreys, who has been Secretary of the Board since its first constitution. The new Ministry of Transport is to have as its head a railway magnate in Sir Eric Geddes. In the light of what is happening in the directions named, it is scarcely surprising that the powers that be in transport reorganisation should be thinking in terms of railways rather than of the more elastic motor vehicle. As to the "Agrail" scheme, I do not believe for a moment that it will go through in face of the powerful body of opposition that is being marshalled against it. Nor should it be allowed to pass on its merits. Apart altogether from the serious objection to it on the ground of taking away from their legitimate use a proportion of the highways to make them into railways, the scheme has such obvious drawbacks that it is manifestly very far from being the best solution of the transport problem. Such a system of fixed railways must possess all the inherent disabilities of any other kind of railway, which must begin at some point and end at another. That is to say, the railway is not a producer-to-consumer proposition—it cannot, as the free running motor vehicle can do, convey passengers or produce from door to door.

Undoubtedly the solution of the short-distance transport services lies with the motor vehicle rather than with any system involving the use

of a fixed track. Moreover, there are thousands of motor-lorries in use by the Army now which will be available presently for the purposes of such services. Possessing all the advantages of door-to-door loading; elastic, in that they can be taken off a non-paying route and transferred

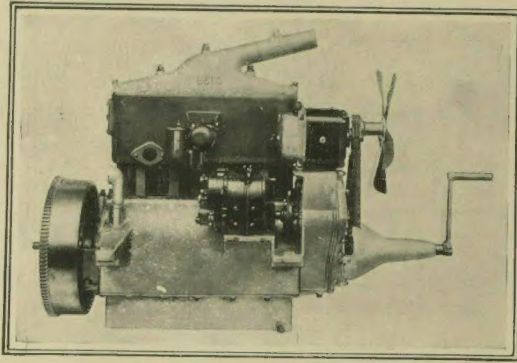
to a better without trouble or expense; and involving no extra capital cost for permanent way—there is simply no comparison between the motor and rail services for such work. A really close and unbiased examination of the respective merits and demerits of the two should surely have prevented the Ministry of Reconstruction from committing itself to a thoroughly unsound decision. Fortunately, the functions of the Ministry are advisory and not executive, so there is still hope that such a wildly extravagant and inefficient scheme will fail of adoption.

The Prices of Second-Hand Cars.

I confess I am absolutely bewildered by the soaring trend of the second-hand car market. Cars that are five and six years old are being sold at literally hundreds of pounds above the prices they fetched when new, and it does not look as though we had reached the price zenith even now. I have been looking round for a car for a friend, but prices are so utterly disproportionate to value that I have advised him to wait for three or four months before adding his name to the tale of those who are exemplifying the ancient proverb about a fool and his money. I am deliberately of opinion that it is little less than highway robbery to demand the prices that one is asked for old creaks of cars by dealers who have not even the grace to blush when asking them. Unless I am very much mistaken,

however, the market is destined to slump very badly before many months are past. A great many Government cars are bound to find their way out of the service presently at something approaching fair prices. Then a few of the manufacturing firms will shortly begin delivery of new cars; and when I can buy, say, a new 20-h.p. Austin for about £400, I know what I shall have to say to the graceless person who wants as much for an American car for which he paid £225 four or more years ago. My advice to any prospective car-purchaser is in line with that of *Funch* to those about to marry: Don't! Far better to go car-less for another four or six months than to be robbed on a doubtful proposition now. Besides, motoring is not such an

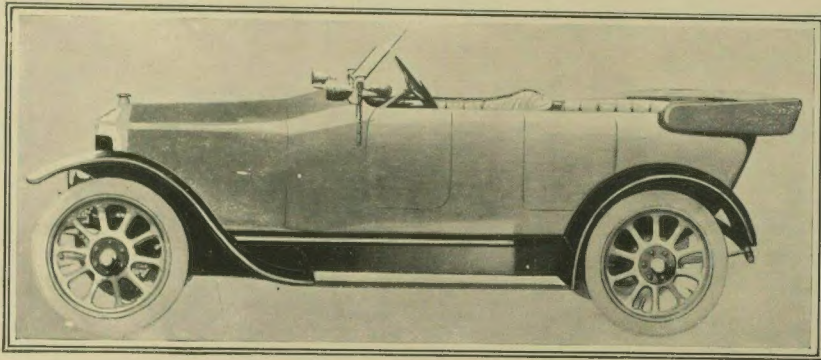
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A GLIMPSE OF THE DETAILS OF THE NEW 12-H.P.

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The new "Swift" car is of fine construction. Our photograph shows the engine magneto and dynamo.



A HANDSOME CAR: THE NEW 12-H.P. "SWIFT."

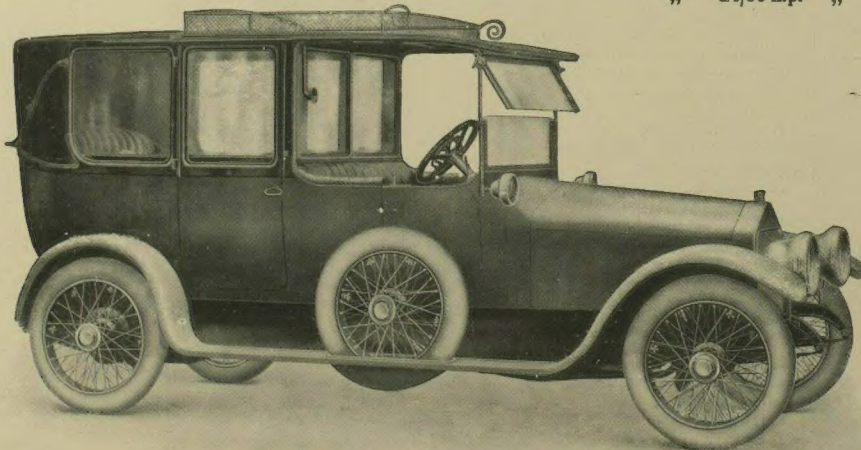
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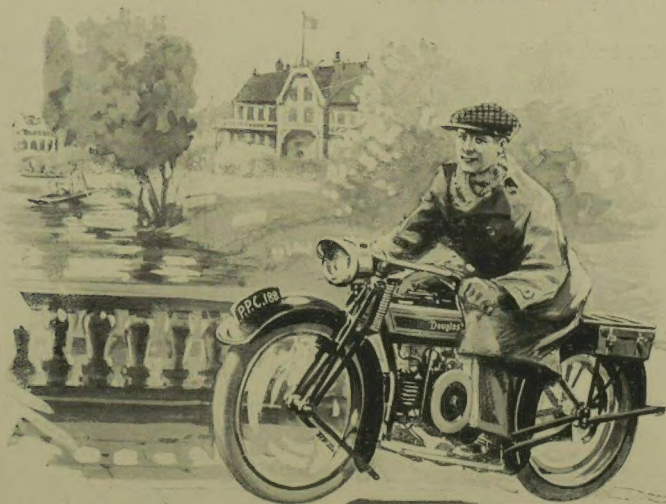
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(Continued.)

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By the way, I hear bitter complaints from prospective purchasers of cars that they are induced to travel long distances to inspect vehicles advertised in glowing terms, for which no price is stated, only to find that they are veritable crocks for which an absolutely prohibitive figure is being asked. The simple remedy would be for the newspapers to decline to insert any advertisement of the kind in which the price is not clearly stated. No one likes the scheme of selling adopted by this class of advertiser, who, figuratively, sits in the middle of his web hoping the fly which gets caught in the meshes will be a fat one. It is an immoral system which has no justification of any kind.

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A NEW NOVEL.

"The Three Black Pennys."

The purpose of Mr. Joseph Hughesheimer in "The Three Black Pennys" (Heinemann) takes time and, indeed, some perspicacity to discover; but this does not detract from the interest of the Penny family history. Perhaps it enhances the charm of an unusual book to be driven, over and over again, to speculate upon the author's intention, and to wait to find, in the summing-up, his views upon the thinning of hot blood and the fires of youth in the course of generations, and that at the end of a story that covers a period of a hundred and fifty years. The three parts are distinct enough to be read separately. In "The Furnace," we have Howat, the New England iron-maker of 17—, roused from self-control at the advent of the foreign woman, and whirled by passion into the marriage that leads, after another seventy years or so, to "The Forge" and Jasper the ironmaster. Jasper was besmirched by an early liaison, and the woman he loved truly refused to marry him until both he and she were no longer young. Their middle-aged union led, in its turn, to the Penny of "The Metal," poor stuff, only fit to end as Mr. Hughesheimer ends him, in the effacement of his type. The conclusion one is inclined to come to is that the blackness of the Pennys and the methods of their respective marriages had really much less to do with what befell them than the accidents of time and place and environment. This, we are sure, is not Mr. Hughesheimer's thought, but it will probably occur to many of his readers. The

construction and the writing of "The Three Black Pennys" are excellent; and the fine workmanship that has created the glowing Howat, the seething, troubled Jasper, and the unprofitable, enfeebled second Howat will be a joy to all who delight in the art and powers of the novelist.

In reference to the removal of the restrictions hitherto imposed by the Tobacco and Matches Control Board on the prices of tobacco, cigarettes, and cigars, and to certain statements which have appeared in the Press forecasting an immediate increase in selling prices, the Imperial Tobacco Company (of Great Britain and Ireland), Ltd., state that they are making no alterations in the prices of their goods.

The phenomenal favour in which dancing is held this winter makes the success of the Three Arts Club Costume Ball, to be held at the Royal Albert Hall on Wednesday, Feb. 12, a foregone conclusion. There is a big and representative committee to whom the names of applicants will be submitted. It would be invidious to mention names in so numerous a committee, but it may be said that it is representative of members of artistic, theatrical, and society circles whose names are well known. Tickets may be obtained from the Three Arts Club, 19a, Marylebone Road, N.W. 1, or from the organiser, Miss Chute, 8, John Street, Adelphi, W.C., and all members of the committee.

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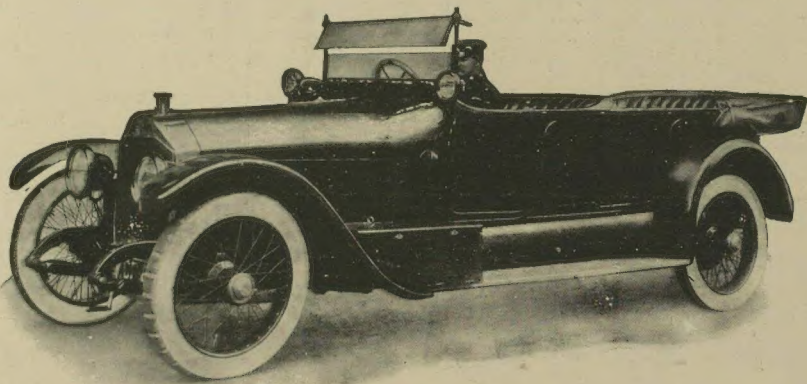
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